

THE ILLUSTRATED LONDON NEWS



JOHN JAMESON WHISKEY

GOOD AND OLD



A CASTLE IN THE HIGHLANDS

Leave the world of to-day, journey back through the past and discover Taymouth Castle Hotel—in the heart of the Scottish Highlands. Here chieftains ruled and kings and queens have rested. Here Scottish history was in the making. Yet inside its massive walls modern skill has contrived every form of comfort, and, within and without, sport of all descriptions can be enjoyed. A golf-course is at the castle gates!

Taymouth Castle Hotel
ABERFELDY PERTHSHIRE SCOTLAND

THE DRINK OF THE SEASON

Schweppes

SPARKLING LIME

NEW **6^{DP}** SIZE **GENASPRIN** NOW 2/- BOTTLE
OBTAINABLE ONLY FROM CHEMISTS THE SAFE BRAND OF ASPIRIN INCREASED TO 50 TABLETS

Grant's Scotch Whisky

"OF RARE MELLOWNESS"

TENNENT'S

TRADE MARK **T** ESTD 1745

BRITISH LAGER

J & R. TENNENT LTD
Wellpark Brewery,
GLASGOW

The LARGEST EXPORTERS OF
BRITISH BOTTLED BEERS

BOLS GOLDEN APRICOT

A Liqueur of exquisite bouquet.

KÜMMEL—always with your coffee.

CURAÇAO—an after-lunch liqueur.

CREME DE MENTHE—aids digestion.

CHERRY BRANDY—warming.

MARASCHINO—on your grape-fruit.

V. O. GENEVA (HOLLANDS)—one glass a day.

Others of the famous Liqueurs made in Amsterdam



SPORTING PRINTS

The value to-day of old sporting prints is a matter of common knowledge. He is a wise collector who takes the opportunity to acquire, before they are exhausted, copies of the limited editions of prints after LIONEL EDWARDS, GILBERT HOLIDAY, IVESTER LLOYD, FRANK H. MASON, and other famous sporting artists of the present day

Prices from One Guinea.

Particulars on application, but a personal visit is recommended.

THE SPORTING GALLERY, 7, Grafton Street, Bond Street, London, W.1

HOTEL TERMINUS St. LAZARE

108, rue Saint Lazare

Single room from 25 frs. **PARIS** Double room from 35 frs.

"The Hotel which will thrill you with its comfort and charm"

MOTOR UNION INSURANCE CO. LTD

All classes of Insurance Transacted

10, ST. JAMES'S STREET, LONDON, S.W.1.



CARR'S

TABLE WATER BISCUITS



Perfect with Cheese..
Perfect with Butter..
..with a glass of Wine or alone



MADE ONLY BY
CARR'S
OF CARLISLE
ENGLAND

© 955



**In Sydney it's
"The Australia"**

Cosmopolitan City and
world-famous Hostelry
flourish together!

"THE AUSTRALIA"
boasts atmosphere &
resources that are
world-famous. To a
perfect site it does full
justice; it is thor-
oughly modern,
socially distinguished,
restfully luxurious.

"The Australia"
Martin Place Extension.
(As illustrated)
NOW OPEN!

Telegraphic
Address:
"Austraotel,
Sydney"



RARE STAMPS.
British Colonial Rarities sent on approval at
Investment prices to serious collectors.

T. ALLEN,
5, BLAKE HALL ROAD,
WANSTEAD, LONDON, E.11

'Phone: 2412.

TERMS OF SUBSCRIPTION TO The Illustrated London News

Revised from January 1st, 1935.

PAID IN ADVANCE
INLAND.

Twelve Months (including Christmas Number)	£3 0 10
Six Months (including Christmas Number)	1 12 3
Six Months (No extras)	1 9 9
Three Months (No extras)	0 14 9

CANADA.

Twelve Months (including Christmas Number)	£3 0 8
Six Months (including Christmas Number)	1 11 6
Six Months (No extras)	1 9 3
Three Months (No extras)	0 14 8

ELSEWHERE ABROAD.

Twelve Months (including Christmas Number)	£3 6 6
Six Months (including Christmas Number)	1 14 6
Six Months (No extras)	1 12 0
Three Months (No extras)	0 16 0

For cleaning Silver, Electro Plate, &c.

"Goddard's"
Plate Powder
6¹/₂ & 2¹/₂
Liquid Polish
9¹/₂ & 1¹/₂

J. Goddard & Sons, Ltd., Nelson Street, Leicester

Well named the Cap Martin of England, and famous for superb grounds, private cliffs and unique sea promenade as for excellence of cuisine and luxury of appointments, Branksome Tower is renowned as one of the leading Hotels of the world. It is patronised by an exclusive clientele and deserves to be, for it possesses an "atmosphere" of its own and offers all-embracing attractions which are hard to match. These include a magnificent situation, four fine hard tennis courts, squash court, a choice of several fine golf courses nearby and orchestral and dance music of a high order.

BRANKSOME TOWER HOTEL

Write L. Burdet, Manager, for Illustrated Brochure. Phone: BOURNEMOUTH 4000

When in Canada

Smoke a **FRESH** cigarette

British Consols

COSTLIER TOBACCOS · PLAIN OR CORK TIP

Canada's Favorite
Virginia Cigarette



MACDONALD'S

MACDONALD'S CIGARETTES AND TOBACCOS MONTREAL, CANADA

ROYAL TOURNAMENT OLYMPIA

May 7th to 23rd
at 2.30 & 8 p.m.

HISTORICAL DISPLAY
MUSICAL DRIVE
P.T. DISPLAY
OFFICERS' JUMPING
TRICK RIDING
AIR DEFENCE DISPLAY
MOTOR CYCLE DISPLAY
and many interesting events
which can only be seen at the
ROYAL TOURNAMENT

Box Offices:

Olympia (Addison Road), Tel.: Shep. Bush 3477-8; 66, Victoria Street, Tel.: Vic. 8260; and principal agents; Reserved seats, 5/-, 6/-, 7/6 and 10/6; tax free.

Children or Cats . . .



Making all kinds of noises, but what has father to say? He works undisturbed. He has Ohropax Antiphone in his ears. 6 pairs globules 2/6, and how they last! At all Pharmacies and Drug Stores. Sole Agent: Elmahar Ltd. (N), 8, Great Marlborough Street, London, W.1

Advertisers would appreciate your mentioning

The Illustrated
London News

when replying to their announcements

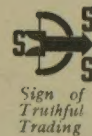
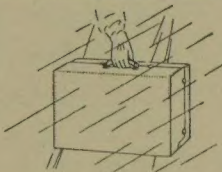
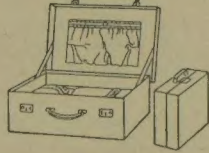
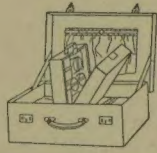
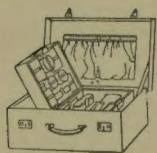
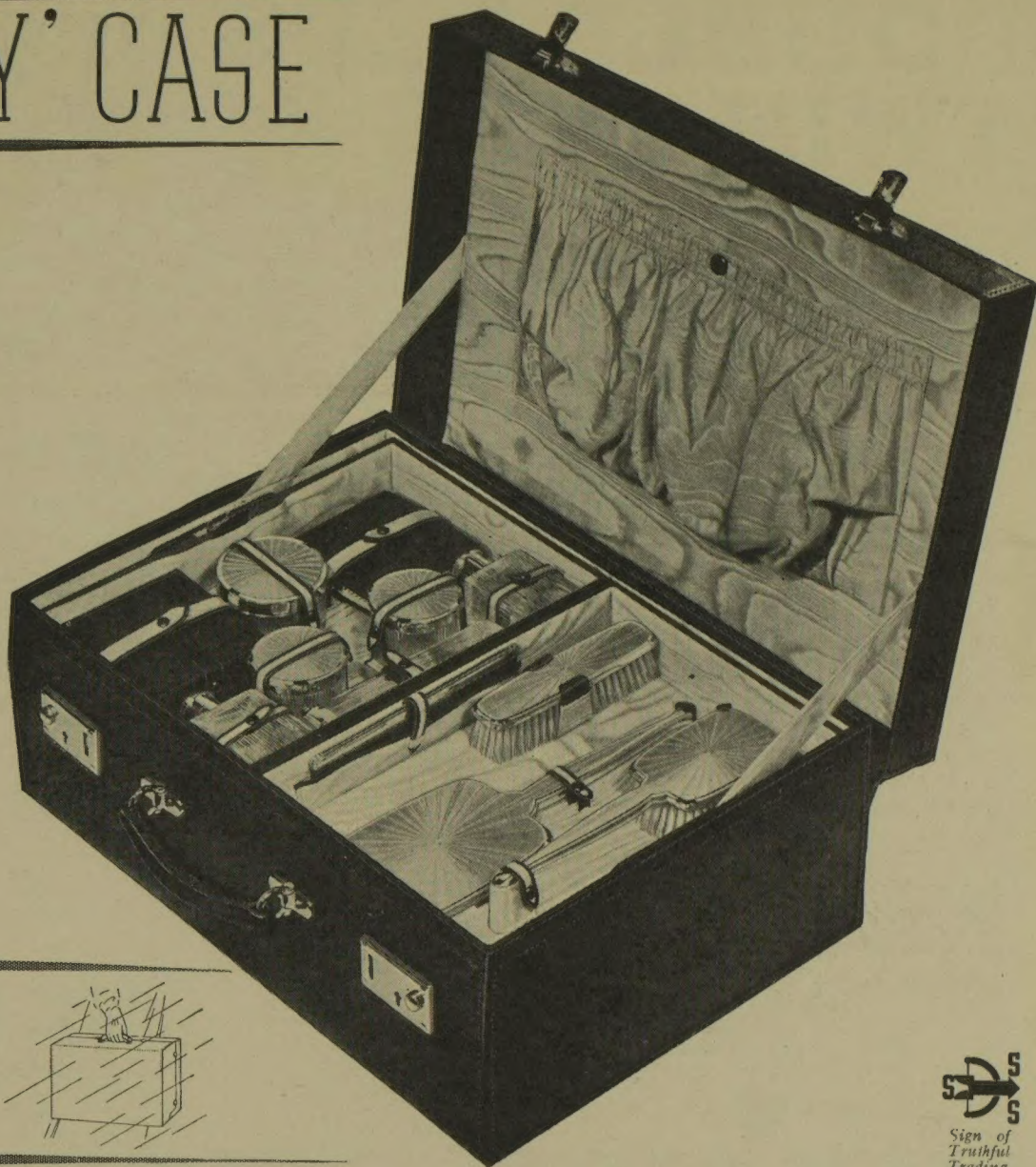
THE 'TWO-WAY' CASE

THIS distinguished dressing case is so designed that its fittings can, if necessary, be carried in their tray which forms a separate case of its own—thus leaving more room in its larger namesake. In hard grain morocco leather lined with moiré rayon. The fittings, richly enamelled in blue on silver (other colours to order), include mirror, comb, hair and cloth brushes, powder jar, two cream jars, two lotion bottles, tooth brush holder, small leather jewel box and unfitted manicure board. Size 20 x 14 x 7 ins. **£33.10**
Complete with waterproof outside cover.

Similar case with Enamel on silver Lacquer fittings,
silver gilt fittings, £29 deposit fittings, £21 £15.15

Harrods

Harrods Ltd
London SW1



SUBSCRIPTION RATES

OF

The Illustrated London News

Revised from 1st January, 1935

Published Weekly at 1s.	Twelve Months including Xmas No.	Six Months including Xmas No.	Six Months No Extras	Three Months No Extras
	£ s. d.	£ s. d.	£ s. d.	s. d.
INLAND ..	3 0 10	1 12 3	1 9 9	14 9
CANADA ..	3 0 8	1 11 6	1 9 3	14 8
ELSEWHERE ABROAD ..	3 6 6	1 14 6	1 12 0	16 0

ORDER FORM

TO THE PUBLISHER OF
The Illustrated London News,
32-34, ST. BRIDE STREET,
LONDON, E.C.4

Please send me THE ILLUSTRATED LONDON NEWS weekly for _____ months, commencing with the issue of _____ for which

I enclose _____

Name _____

Address _____

Date _____ 1936

AN EXCLUSIVE MODEL BY

"Hawico"

JUMPER - 30/-
CARDIGAN 30/-

IN PURE CASHMERE



SIZES 36" AND 38" IN

PEACH, TURQUOISE, CHERRY, SAXE, NAVY, GREY, TOBACCO, NIGGER, OATMEAL, SKY, WHITE.

These and other Models can be sent on approval for deposit or trade reference.

WOVEN WOOLLIES (SPORTS) LTD.

3, South Molton Street, London, W.1

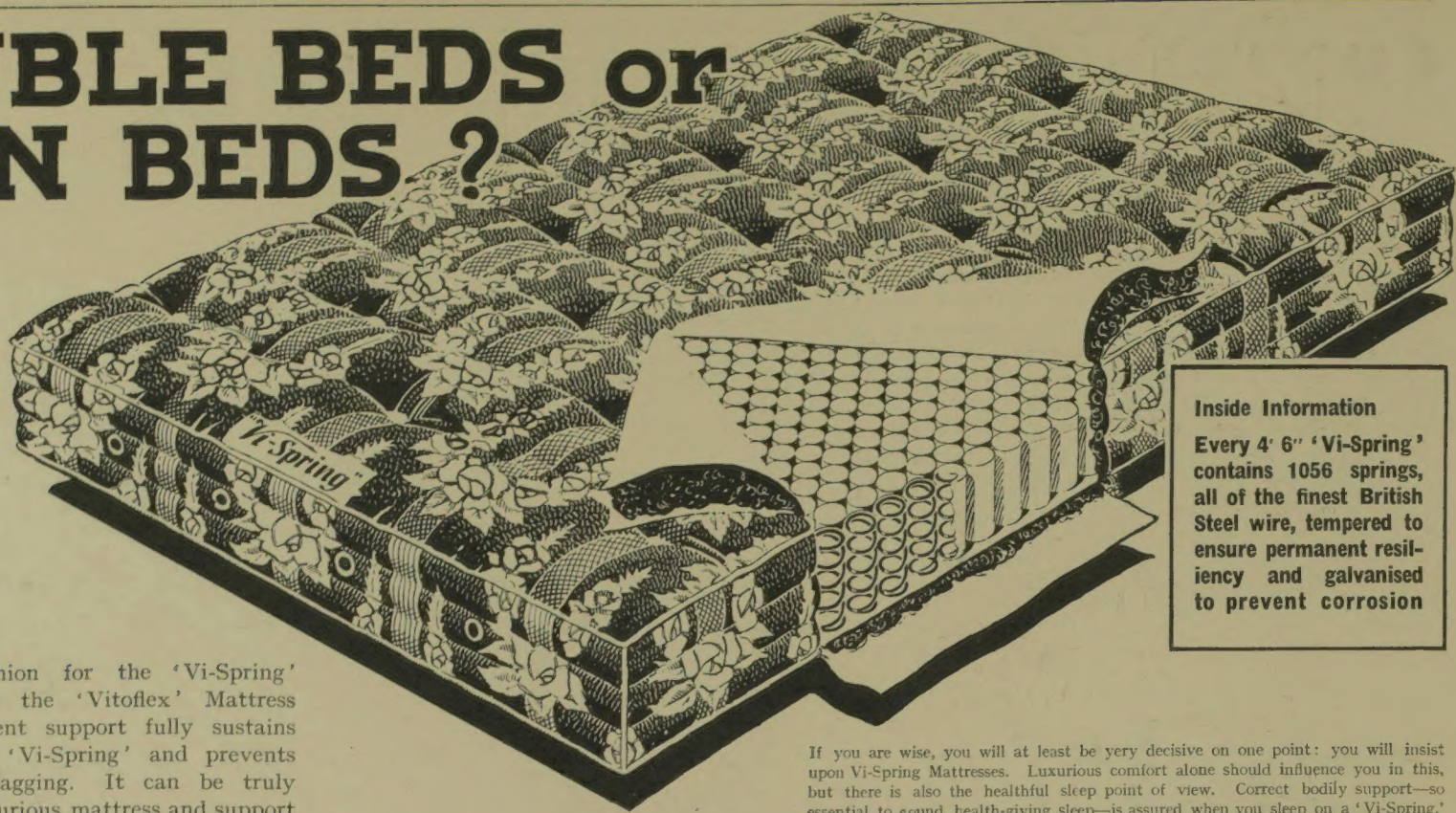
Mayfair 2886

ULSTER
for a ROLICKING HOLIDAY!

Apply to:
THE ULSTER TOURIST DEVELOPMENT ASSOCIATION, LTD.,
(Dept. I.L.), 6 Royal Ave.,
Belfast, for a copy of their
beautifully illustrated Free
Guide "ULSTER FOR YOUR HOLIDAY."

SUN-SEA SANDS & SPORTS SCENERY ENTERTAINMENT HEALTH

DOUBLE BEDS or TWIN BEDS ?

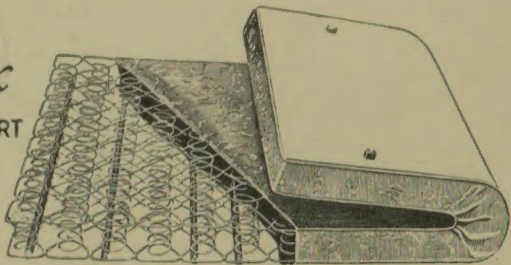


Inside Information

Every 4' 6" 'Vi-Spring' contains 1056 springs, all of the finest British Steel wire, tempered to ensure permanent resiliency and galvanised to prevent corrosion

The perfect companion for the 'Vi-Spring' Overlay Mattress is the 'Vitoflex' Mattress Support. This efficient support fully sustains every spring in the 'Vi-Spring' and prevents any possibility of sagging. It can be truly claimed that this luxurious mattress and support have set the highest standard of bed comfort ever attained.

The
Vitoflex
MATTRESS SUPPORT



If you are wise, you will at least be very decisive on one point: you will insist upon Vi-Spring Mattresses. Luxurious comfort alone should influence you in this, but there is also the healthful sleep point of view. Correct bodily support—so essential to sound, health-giving sleep—is assured when you sleep on a 'Vi-Spring.'

It is one of the many finer features which hand-craftsmanship and over 35 years' experience in building better bedding have introduced into this famous mattress. Another important point about the 'Vi-Spring' is the label. A mattress is not a 'Vi-Spring' just because it contains springs in separate pockets. Since the 'Vi-Spring'—the original pocketed spring mattress—first gave its wonderful comfort it has been followed by innumerable imitations. To ensure that you are buying the mattress which is the choice of the World's largest shipping companies and which is also installed in the best-equipped homes and hotels, look for the label bearing the registered name 'Vi-Spring.' It is your guarantee of luxury, reliability and value for money.

The
Vi-Spring OVERLAY **Mattress**

Sold by all reliable House Furnishers.

Write for Illustrated Catalogue, sent post free on request to Sole Manufacturers:

Vi-Spring Products Ltd

98,

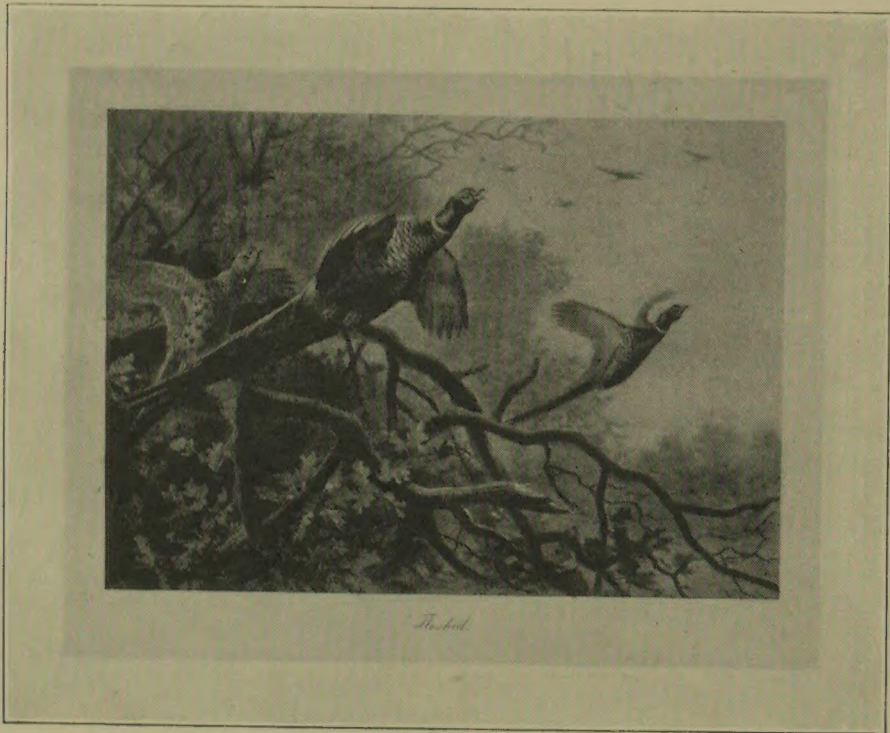
Vi-Spring Works

Victoria Road,

Willesden Junction,

London.N.W.10

A Delightful Gift for a Sporting Friend



Double - Tone Photogravure Plates of GAME BIRDS

(Size 20" x 30"—plate sunk)

The late Mr. Archibald Thorburn was for many years unchallenged among British bird artists. This fact has never been in dispute. He combined absolute fidelity to his feathered originals with exquisite landscape surroundings, while the life-like softness of plumage given to his beautiful "models" has a peculiar fascination. The specimens here offered for sale represent some of the finest work of the late Mr. Thorburn, while of their reproduction no more can be said than that it does full justice to the paintings.

Here are the titles of plates available.

PLEASE ORDER BY NUMBER

PRICES

Prints

Coloured by Hand

10/6 each

£1.1.0 each

Orders, with remittance, should be sent to The Publisher

The SPORTING & DRAMATIC
32-34, St. Bride Street, E.C.4

- | | |
|-------------------------------------|---------------------------------|
| 2. The First Victim | 8. Flushed |
| 3. Turning Back from the Guns | 9. First over the Hedge |
| 4. The First Woodcock | 10. Through the Still Birchwood |
| 5. Waiting for the Turn of the Tide | 11. Straight for the Guns |
| 6. Grouse at the Drinking Pool | 12. The Covey Basking |
| 7. The Frozen Spring | 13. Sunrise on the First |
| | 14. A Family Party |

CONTINENTAL HOLIDAYS



The
REAL
Thing

The land of dykes and windmills with its old-world towns, its quaint costumes and customs and its hospitable people is a friendly place — you feel at home in Holland.

And then Germany with its varied scenic attractions, its cities of art, music and science; Berlin, the venue this year of the Olympic Games — Dresden, Leipzig, Cologne.

Southwards to Switzerland an ever popular holiday of mountain forests, lakes and sparkling air. A different world — a holiday rich in experience with all the indefinable charm of the unfamiliar.



The lure of France and Belgium too, will not be overlooked by those in search of a real change which only a Continental holiday can provide.

16 CONTINENTAL ROUTES

DOVER - - - CALAIS	HARWICH - - HOOK
DOVER - - - OSTEND	HARWICH - FLUSHING
FOLKESTONE - BOULOGNE	HARWICH - ANTWERP
FOLKESTONE - DUNKERQUE	HARWICH - ZEEBRUGGE
NEWHAVEN - - - DIEPPE	HARWICH - ESBJERG
SOUTHAMPTON - HAVRE	GRIMSBY - HAMBURG
SOUTHAMPTON - ST. MALO	HULL - ROTTERDAM
GRAVESEND - ROTTERDAM	NEWCASTLE - - BERGEN

For all information apply Continental Departments, VICTORIA STATION, S.W.1. (for SOUTHERN Routes), or LIVERPOOL STREET STATION, E.C.2. (for HARWICH Routes), or any Station Office or Agency of the Great Western; London Midland & Scottish; London & North Eastern or Southern Railways.

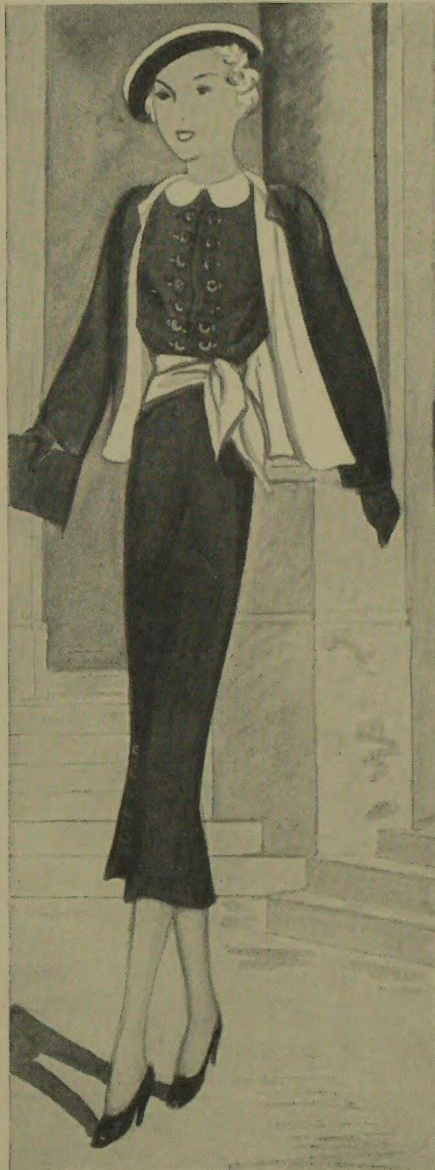
G W R . L M S
L N E R . S R

Fifth Avenue Fashions

from Swan & Edgar's

Small-sizes Specialty Salon

Mary is chic in her dress and fitting coat of fine wool material, trimmed with fancy crêpe de Chine. In the newest colours. Three small sizes. **6½ GNS.**



Dandy is dressed in a fine wool ensemble. The trimming is contrasting coloured crêpe to match coat lining. In navy/pale blue, brown/amber or beige/nigger. Three small sizes. **7½ GNS.**

Small Sizes: Third Floor

Swan & Edgar
LTD

Piccadilly Circus, W.1

'Phone: Regent 1616



THINGS
WHICH
MAKE
LIFE
WORTH
WHILE!



"SPECIAL RESERVE"
and "FIVE STAR"
VERY OLD LIQUEUR



CRAWFORD'S

LIQUEUR SCOTCH WHISKY

... one of the Good things of Life!

ALEX. REID & LEFEVRE, LTD.

DURING MAY

EXHIBITIONS OF PAINTINGS

BY

LORD BERNERS

A. McGLASHAN

EDWARD LE BAS

1a, KING ST., ST. JAMES'S, LONDON, S.W.1



Sails on May 16

TO ATHENS, SAFF, PHILIPPEVILLE
AND THE DALMATIAN COAST

21 Days . . . from 36 guineas

On June 27

TO STOCKHOLM, HELSINGFORS, COPENHAGEN & OSLO

13 Days . . . from 20 guineas

Seven other cruises in July and
August by Orion and Orontes

ORIENT LINE CRUISES

MANAGERS: ANDERSON GREEN & CO., LTD.

5 FENCHURCH AVENUE, LONDON, E.C.3

West End Offices: 14 Cockspur Street, S.W.1

and No. 1 Australia House, Strand, W.C.2

Telephones: Man. 3456 Whl. 6981 Tem. 2258

or Agents

THE ILLUSTRATED LONDON NEWS

The World Copyright of all the Editorial Matter, both Illustrations and Letterpress, is Strictly Reserved in Great Britain, the British Dominions and Colonies, Europe, and the United States of America.

SATURDAY, MAY 9, 1936.



THE RULER OF ABYSSINIA, WHO FLED FROM ADDIS ABABA, HIS CAPITAL, TO JIBUTI, IN FRENCH SOMALILAND, AND LEFT FOR HAIFA IN H.M.S. "ENTERPRISE": H.M. HAILE SILASSIE I, EMPEROR OF ETHIOPIA.

Mr. Eden announced in Parliament on May 4 that the Emperor of Ethiopia had left Addis Ababa on May 2, accompanied by the Empress, the Crown Prince, and other members of his family, and arrived at Jibuti, the port of French Somaliland, on May 3. "The Emperor made it clear," continued Mr. Eden, "that his wish was to proceed with his family to Palestine. His Majesty's Government felt it incumbent on them to grant this request and facilitate their passage to Jerusalem."

Mr. Eden added that the British cruiser "Enterprise" had been ordered to Jibuti to convey the Emperor's party to Haifa. The Emperor, formerly known as Ras Tafari, is a great-nephew of Menelik. He was proclaimed heir to the throne in 1916, when Menelik's daughter Zauditu became Empress. In 1928 he was crowned King (Negus) and on the Empress Zauditu's death in 1930 was proclaimed Emperor as Haile Silassie I. His Coronation took place on November 2, 1930.

REPRODUCED BY COURTESY OF THE WARDOUR FILM COMPANY.



By G. K. CHESTERTON.

THE real excavator, the actual and practical archæologist who really digs up dead cities, and in some cases even dead men, has one great advantage among living men, especially among the men living to-day. Though his work is in one aspect destructive, it is even more creative, and above all, it is a sort of craftsmanship; in the same order of ideas in which we speak of a handicraft. He is directly in contact with material difficulties and overcomes them through the sort of virile virtues which go to make a miner or a mariner. In other words, his work, destructive or creative, is not merely critical. Perhaps this is the original fine shade of difference between an antiquary and an archæologist; that the antiquary might be as much of a learned man, but the archæologist is more of a man. He is even more of a primitive man, though dealing at such a distance with primitive things. And his work has the advantages and disadvantages attaching to all direct dealing with difficult materials. For instance, it is slow, and the explorer soon finds it is inadvisable to assume that first thoughts are always best; or that the hypothesis with which he starts is certain to be the conclusion with which he finishes. Now, in that field of prehistoric or remote antiquity, there has been a huge amount of hypothesis holding the field, as the scientific men used to say. Unfortunately, the hypothesis often held the field before anybody had begun to dig in the field. The abstract critic and speculator often claimed to hold a field, when it would be truer to say that he had jumped a claim. Guess-work came before any other work, or without any other work; and not, as it reasonably may, in the stages of other work. There was altogether too much of the theorist who had an axe to grind; though he swore it was a genuine primitive flint axe of the Stone Age. But the excavator is now more realistic; he does not trouble so much about the axes that may be flourished afterwards, but more about the tools with which he must dig first; and he learns to call a spade a spade.

I was looking recently at some passages in the remarkably interesting work of Sir Leonard Woolley, who conducted the great excavations in Ur of the Chaldees, and revolutionised so many theories, which had been counted very modern theories, about the emergence of Abraham and the origins of the Hebrew people. And I was very much struck by the strange way in which the truth now revealed had been masked by one of those myths of mere modern theory, which are really much less trustworthy than the myths of ancient tradition. It is a very striking example of the way in which the ground is first occupied by a guess, a general hypothesis that hardens into an accepted part of popular science. There was a universal notion in the nineteenth century, which still controls numberless people in the twentieth, that mankind developed very simply out of simplicity into complexity. It was not the quite tenable and tolerable notion that men have evolved somehow; it was not the quite tenable and tolerable notion that men have progressed on the whole. It

was the notion that they evolved as simply as a single flower unfolds, or that they advanced from their barbaric base as swiftly and smoothly as a disciplined army when it marches and deploys. At any stage, of any story, we were to suppose that men were more savage yesterday and would be more civilised to-morrow; that a rude society always lay behind them and a more elaborate society in front of them.

For this reason, and really for no other possible reason, we were told that Abraham must have been a shaggy and savage sheik who had only recently tamed wild herds when he was as wild as they; and that he was of necessity less civilised than his own children and grandchildren. Well, of course it might have been so; but, as a matter of fact, it was not

which showed the original city of Abraham to have been a city of the most civilised and elaborate sort; in a condition of much greater complexity than the sort of patriarchal life afterwards lived by the patriarch. It is obvious enough by this time that a transition of this sort is quite as normal and natural, quite as common in human history, and quite as consonant with human nature, as the opposite tendency which was long represented as the whole tendency of progress. Even if we had not begun to realise the possibility of such a reaction towards simplicity from primitive and remote discoveries like those made about Ur of the Chaldees, we should already have begun to find it in the present and very pressing problems of London and the Londoners.

I do not insist on the identity of the ancient City State and the singular modern state of being Something in the City. I do not demand so detailed a parallel as that which my friend "Beachcomber" has applied to this very Chaldean case in the immortal song which runs, if I remember right—

O, Abraham lived in a
maisonnette,
As the learned gents
aver,
With an extra special
gramophone
And a novel to read
when left alone
And a tenpenny bottle
of chemical Beane,
At The Laurels, Smith
Street, Ur.

But there is ample evidence that, in one form or another, some strain of the network of complexity and triviality, which is the curse of town life, has been felt by the inhabitants of ancient as of modern towns. Abraham expressed his views in actions rather than words, though they were actions which have determined the whole course of human history; but the same views were expressed in words by Horace and Virgil;

and in words which were quite as sociological and even self-conscious as the words of any advocate of agricultural life to-day. Such a movement cannot even be called reactionary; except in the sense in which action and reaction are not only equal and opposite, but almost simultaneous.

Above all, it is now a complete mistake to suppose that reaction against this sort of progress is any sort of pessimism. The case is quite the other way. It is those who insist that we are tied to the progress who are guilty of the pessimism; and especially of the fatalism. The happy reactionaries are blamed for their hopefulness in dreaming that the progressive process can stop. The grim and gloomy progressives now tell us we have got to go on with it, merely because it cannot stop. Very few people do now say, in so many words, that it is nice and normal in itself that meadows should be covered with hoardings or rural lanes torn up by racing cars. What they say is that there is no limit to the hoardings and no brake on the motor-cars; that we have started something that nothing in heaven or earth can stop. Probably the same interminable expansion was prophesied in the time of Abraham by the citizens of the Cities of the Plain.



THE ABYSSINIAN IMPERIAL FAMILY WHO FLED TO JIBUTI, THE PORT OF FRENCH SOMALILAND, AND THERE EMBARKED LATER IN THE BRITISH CRUISER "ENTERPRISE" FOR HAIFA, IN PALESTINE: THE EMPEROR HAILE SELASSIE WITH THE EMPRESS AND MEMBERS OF THEIR FAMILY, INCLUDING THE CROWN PRINCE (SECOND FROM LEFT AT THE BACK).

As noted under the portrait of the Emperor Haile Selassie on our front page, he fled from his capital, Addis Ababa, in the early hours of May 2, with his family, under persuasion from the Empress, in view of the approach of overwhelmingly superior Italian forces. They travelled by train to Jibuti, the port of French Somaliland—a journey of 486 miles—and arrived there safely on May 3, accompanied by Ras Kassa, one of the Emperor's leading generals, his Foreign Minister, M. Herouy, and other notables. In the above group the Emperor and Empress are seen seated, with two grandchildren standing beside them, and behind are the Crown Prince (second from left), a younger son (right), three daughters, a son-in-law, and a daughter-in-law. The Emperor married Walzeru Menen in 1912 and has three sons and three daughters. The eldest son, Asfaou Wosan, was proclaimed Crown Prince and heir to the throne in 1931, and in the following year he married a daughter of Ras Sayoum.

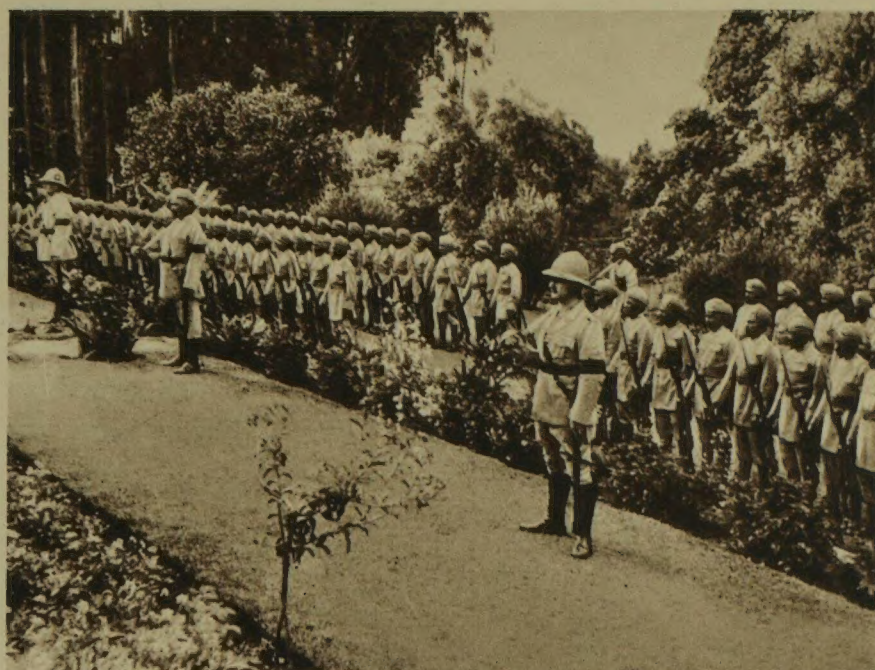
so. And the only reason why anybody had ever assumed that it must be so was simply the vague hypothesis that every age must be more highly civilised than the last. When Sir Leonard Woolley turned up the foundations of Ur with his realistic spade, he turned all this modern hypothesis upside down. The *a priori* stratification of the nineteenth-century evolutionists and progressives was in reality the very reverse of the fact. Abraham was not like a ragged Bedouin who came up from nowhere in particular to some great modern city like Cairo. He was much more like a not uncommon sort of modern man who, having lived for some time in a modern city, seen all the sights and studied all the conveniences, comes under the influence of a perverse but ever-increasing conviction that he would very much like to get out of it. He was not at all like the youthful Tennyson, "eager-hearted as a boy when first he leaves his father's field"; and feels, for reasons best known to himself, his heart uplifted when he "sees in heaven the lights of London flaring like a dreary dawn"—a very dreary dawn. Abraham was much more like a man who wants to go Back to the Land.

All this suggestion, of course, was gradually deduced from the details of the discoveries at Ur;

THE BRITISH LEGATION AT ADDIS ABABA: A GENERAL HAVEN OF REFUGE.



A REFUGE FOR FUGITIVES DURING THE PERIOD OF MOB LAWLESSNESS AT ADDIS ABABA AFTER THE ABYSSINIAN EMPEROR'S FLIGHT: THE BRITISH LEGATION, FOUR MILES OUTSIDE THE CITY, WHERE THE COMPOUND WAS PROTECTED BY BARBED WIRE.



THE INDIAN GUARD OF THE BRITISH LEGATION AT ADDIS ABABA, WHERE A "TOWN" OF TENTS AND HUTS WITHIN THE FORTIFIED GROUNDS HARBOURED OVER 2000 REFUGEES OF 23 DIFFERENT NATIONALITIES: SIKHS ON PARADE, UNDER BRITISH OFFICERS.



THE BRITISH MINISTER AT ADDIS ABABA AND HIS STAFF, TO WHOM, AS THE FOREIGN SECRETARY SAID, "THE GREATEST CREDIT IS DUE" IN A DIFFICULT SITUATION: (LEFT TO RIGHT) FRONT ROW—CAPTAIN KEENE; MR. ROBERTS; SIR SIDNEY BARTON (THE MINISTER); MR. B. BOND; MAJOR W. F. CHARTER; MR. MAYERS. MIDDLE ROW—MR. CRAIG; MR. LEA; MR. L. T. COTTON; MR. BRADLEY; CAPTAIN T. E. PALMER, I.M.S.; MR. TRAPMAN; LIEUT. ANTHONY. BACK ROW—MR. TALARA WONG; MR. ROYLE; MR. GURDREY.

When Addis Ababa was given over to pillage by an uncontrolled mob, after the Emperor's flight, about 1000 British subjects, including thirty whites, took refuge at the British Legation, four miles outside the city. At the American Minister's request, all women and children from the United States Legation were also conveyed thither, under Sikh escort, and later were followed by the U.S. Legation staff. Another party of Sikhs brought the staff of the Turkish Legation. Altogether, over 2000 refugees encamped in the grounds of the British Legation, and rescue parties in lorries continually sallied out to fetch in Europeans. Mr. Eden said in Parliament

on May 4: "The greatest credit is due to the staff of his Majesty's Legation for the way in which they have handled a very difficult and trying situation, and above all to Sir Sidney Barton, whose conduct of affairs throughout has been beyond all praise." The normal Legation guard—one British officer and fifteen or twenty Indians—was reinforced last September by a company of the 5th Battalion, 14th Punjab Regiment, under three British officers, giving a total strength of 150. It was reported on May 5 that a British Legation patrol, sent to repel attacks on the Belgian Legation, had been in action with machine-guns.

ADDIS ABABA—NOW IN ITALIAN HANDS: THE CITY

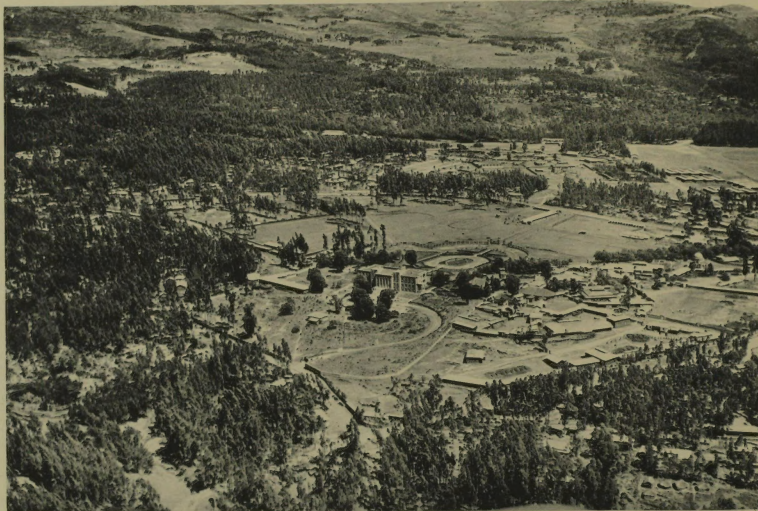


ADDIS ABABA GIVEN OVER TO RIOTS AND LOOTING ON THE EMPEROR'S DEPARTURE FROM HIS CAPITAL BEFORE THE ITALIANS ENTERED IT; MENELIK PLACE, A LARGE OPEN SQUARE IN THE CITY, WITH EUROPEAN BUILDINGS.



A MAIN STREET OF ADDIS ABABA; SHOWING THE POST OFFICE (RIGHT), THE GRAND HOTEL NEXT TO IT, AND A CINEMA FURTHER OFF: A PART OF THE CITY REPORTED TO BE IN FLAMES IN THE DISORDER OF DEFEAT.

BY May 4 the Italian advance guard had reached the outskirts of Addis Ababa, and their occupation of the city occurred on the following day. The French Government on May 4 requested the Italians to hasten their entry, so that the inhabitants might be protected from the dangerous riots that broke out there after the Emperor's departure. Bands of desperate Galla warriors were roaming the city. Before leaving late on the night of May 1, the Emperor gave orders that the Gibbi (imperial palace) should be thrown open, and the people were allowed to help themselves. The uncontrolled mob ran riot, pillaging, burning, and shooting, and many lives were lost. One message said that half the town was in flames on May 3. There were desperate fights as looters attempted to storm defended premises; and the few Europeans left outside the Legations were exposed to the attacks of a menacing, infuriated mob.



THE EMPEROR'S NEW PALACE AT ADDIS ABABA, ON THE EDGE OF THE CITY NEAR THE RACECOURSE: AN OPEN SPACE IN THE WOODS OF EUCALYPTUS PLANTED BY MENELIK WHEN HE MADE "THE NEW FLOWER" HIS CAPITAL.



THE EMPEROR'S NEW PALACE—NOW ABANDONED BY ITS OWNER AND HIS FAMILY: A BUILDING OF EUROPEAN CONSTRUCTION ADDED TO THE IMPERIAL QUARTERS BY HAILE SELASSIE NOT LONG AGO.



THE ADDIS ABABA RAILWAY STATION, FROM WHICH THE EMPEROR LEFT FOR JIBUTI ON THE NIGHT OF MAY 1: A PLACE OF REFUGE OCCUPIED ON MAY 3 BY SOME FIFTY FRENCH CITIZENS, WHO REPULSED ATTACKS WITH MACHINE-GUNS.

LEFT LEADERLESS BY THE BEATEN EMPEROR'S FLIGHT.



ADDIS ABABA—IN ITALY'S GRIP SOME SEVEN MONTHS AFTER THE OUTBREAK OF HOSTILITIES: AN AIR VIEW SHOWING (1) THE CHURCH OF ST. GEORGE; (2) THE NEW PALACE; (3) THE RACECOURSE; (4) THE NEW PARLIAMENT BUILDINGS; (5) THE MENELIK HOSPITAL; AND (6) THE GERMAN LEGATION.



A CENTRAL PART OF ADDIS ABABA; INCLUDING (AT TOP) PART OF THE GIBBI (IMPERIAL PALACE), WHICH THE EMPEROR THREW OPEN FOR LOOTING; THE RED CROSS BUILDINGS (CENTRE); (1) THE MURDERERS' PRISON; AND (2) THE BANK OF ETHIOPIA: A CITY IN CONFUSION AFTER ITS RULER'S FLIGHT.

APPROACHING THE END OF THE ABYSSINIAN WAR: THE ITALIANS IN VICTORY.



THE OCCUPATION OF A ZONE OF BRITISH INTEREST: THE ITALIANS AT LAKE TANA; WITH A MOTOR-CYCLE (LEFT) BEING FERRIED ACROSS THE LAKE ON A RAFT.

AS this page went to press it seemed that the war in Abyssinia had almost ended seven months after it began. With the flight of the Emperor all organised resistance ceased. On May 5 Sir Sidney Barton sent a message to the Foreign Office that a large body of Italian troops and lorries had just entered Addis Ababa. General Graziani had not won his decisive victory in the Ogaden, and on May 4 unbroken armies still blocked his way to Jijiga and Harrar; but their continued resistance depended on the local chiefs and not on any centralised command. In these circumstances it was thought that serious fighting was at an end. On the main line of attack in the north the advance southward from Dessie was made at considerable speed, for the town fell as lately as April 15. On May 4 Marshal Badoglio was reported to be moving rapidly on Addis Ababa at the head of a mechanized column.



WHAT THE MECHANIZED COLUMN SHOWN FROM THE AIR ON THE OPPOSITE PAGE LOOKS LIKE FROM THE GROUND: LORRIES UNDER GENERAL STARACE IN THE SWIFT ADVANCE ON GONDAR AND LAKE TANA.



THE ITALIANS BUILD NEW SETTLEMENTS IN THE REAR OF THEIR ARMIES: SOLID-LOOKING SHEDS AND HOUSES PUT UP ON THE OUTSKIRTS OF NAKALE, WHICH HAS BEEN IN THEIR HANDS SINCE NOVEMBER.



HOW ITALIAN WOUNDED ARE CARED FOR ON THE SOUTHERN FRONT: CASUALTIES TRANSPORTED ON CAMEL-BACK TO THE BASE CAMP, BECAUSE OF A SHORTAGE OF MOTOR AMBULANCES DURING THE RECENT FIGHTING.



THE FIELD WIRELESS IN USE IN THE ABYSSINIAN FORESTS TO MAINTAIN COMMUNICATIONS WITH HEADQUARTERS: ITALIAN TROOPS IN THE ADVANCE ON GONDAR SENDING BACK A REPORT TO THEIR BASE.



STARACE'S MECHANIZED COLUMN RESEMBLING A LINE OF ANTS WHEN SEEN FROM THE AIR: A STRIKING VIEW
OF VEHICLES TAKING PART IN THE ADVANCE ON GONDAR.

This remarkable photograph of General Starace's mechanized column advancing on Gondar was taken from an Italian aeroplane. It shows the string of vehicles stretching from top to bottom of the print and moving, as it were, downwards

towards the lower edge. Most of the cars are less than a length ahead of the one behind. Among the photographs on the opposite page is one that shows this same column from a more conventional point of view.

THE PATH OF DUTY.

BEING AN APPRECIATION OF

"HAIG: THE SECOND VOLUME." By DUFF COOPER.*

(PUBLISHED BY FABER AND FABER.)

MR. DUFF COOPER now completes a large canvas, and we feel that he has here "captured" the sinner more successfully than in his first volume ("appreciated" in these pages on Oct. 5, 1935). This was, indeed, to be expected, for, having seen the man in the making, we can now observe him under the supreme test. How well he survived it, how admirably and unselfishly he served his country, no impartial reader of this biography will doubt. The first volume did something, we hope, to break down the superstition that Haig was a man of mediocre talents; the second volume, more positively, exhibits to the full the strength and rectitude of a character which was of inestimable value to England in her hour of visitation.

The biographer, we may be sure, would have preferred to tell his story without the distractions of controversy and polemic. That, however, was impossible. Challenge has been delivered which cannot be ignored. Haig was not the first British commander who laboured under the handicap of political intrigue and animosity; it was also the fate of the greatest English commander of all, Marlborough. But only once (to the credit of our politics be it said) has a British statesman done his best to destroy, in retrospect, the reputation of a commander who led England, under that statesman's own government, to victory. However, consistency is a virtue which must be admired, if only for its rarity, in politics; and it must be admitted that what this statesman did after Haig's death he

strange inarticulateness which is very evident in the diaries now edited by his biographer. Haig had simply no gift of expression at all: admirers like F. S. Oliver—no facile enthusiast—were distressed by this strange impediment, which undoubtedly stood between Haig and the popular appreciation of his worth. Be it noted, however, that this poverty of language, however much it may have prejudiced him in Downing Street and Whitehall, never impaired the clarity of Haig's military orders and opinions. When we

arguments to which we have seen no satisfactory answer. Haig never wavered from his belief that the war could be won only on the main front. The war was won on the main front. But, we are told, it could have been won more quickly and more decisively on a dozen other fronts—in short, the victory of 1918 was *magnifique, mais ce n'était pas la guerre!* Mr. Duff Cooper is surely on firm ground in dismissing such speculations as idle and fallacious. Against all these hypotheses, there is one rocky fact:

whether or not Haig was right in his Western Front doctrine, the Germans believed it, and in March 1918 they gave a very practical demonstration of it. Haig had issued ample warning of the coming peril. He was denied the forces which he repeatedly said were necessary to defend the front where—he still obstinately maintained—the crucial test was to be made. His demands were rejected, and the Allied cause was nearly brought to disaster. What was the explanation? Not that there had been a mistake of policy; not that the Commander-in-Chief might, after all, have been right, but that the British soldier had failed in his duty. That Haig bore this outrage without protest is the chief among his many triumphs of silence. We are glad to see it asserted in this book that, throughout the war, British troops never behaved better than during those terrible weeks of March 1918. This cannot be too often said, in view of insinuations to the contrary which were made in the highest places.

As for Passchendaele, there are all too many who have cause to remember what an agony it was. Whether or not the fearful cost was out of proportion to the gain will long be debated. But at all events it was not the reckless enterprise which some have represented it to

have been. Mr. Duff Cooper makes it clear that there were compelling motives for an attack at that time and place. Admiral Jellicoe had reported so alarmingly on the submarine danger that an attempt on the German submarine bases was not only justified, but imperative. Pétain had made confidential disclosures to Haig about the state of discipline in the French Army—so confidential that Haig did not divulge them to a living soul, not even to his Chief Intelligence Officer; but they were sufficiently serious to convince him that he must at all costs launch an offensive in order to save the French army. These were motives which cannot be lightly waved aside. A number of charges which have been levelled against the conduct of the operations Mr. Duff Cooper categorically rebuts; as, for example, that the French were opposed to the battle, that Haig's own generals disapproved of it, and that G.H.Q. was not informed of the appalling state of the ground, after the unseasonable weather had, contrary to all reasonable expectation, reduced it to a morass. There was another factor which we have



AFTER THE BATTLE OF AMIENS IN AUGUST 1918: HAIG CONGRATULATING CANADIAN TROOPS.

Imperial War Museum Photograph. (Crown Copyright Reserved.) Reproduced in "Haig: The Second Volume."

compare his homespun memoranda with the jaunty ineptitudes of Henry Wilson, we have no doubts about the comparative merits of the two styles. It is little wonder that Haig's sole comment on Wilson's masterpiece of moonshine—an effusion entitled "British Military Policy, 1918-1919," quoted by Mr. Duff Cooper—was: "Words! Words! Words! lots of words and little else. Theoretical rubbish! Whoever drafted this stuff would never win any campaign." To another typically Wilsonian letter, Haig's reply was even briefer: "Don't be a B.F."

There were, perhaps, other limitations. It may be doubted, for example, whether Haig ever really understood the "temporary" soldier; but if he did not quite understand him, he cared for him infinitely both during and after the war. It may be—it has often been alleged—that Haig was not very receptive of "new ideas": we do not think that the charge has been sustained in any specific instance; but even if it were true, let us not forget that throughout the war G.H.Q. was inundated with "new ideas," most of them valueless, and it was not only natural, but necessary, to

approach them with caution. Again, it may be true that Haig was too apt to disbelieve that any "civilian," still less any politician, could have an intelligent view on any matter of strategy. This was a mistake, but one which was aggravated by frequent and sharp experience.

The chief criticism, however, has been directed against Haig's "Western Front" policy and his conduct of the Battle of Passchendaele. We cannot here enter into the controversy between the "Western Front" and the "side-show" schools; Mr. Duff Cooper has already urged against the "side-show" doctrine



IN HIS HEADQUARTERS TRAIN: EARL HAIG.

"I reached my train about 6 p.m. It is on a siding specially made for it about one mile north-east of Godewaersvelde and concealed from air observation. The train is arranged to take a limited number of officers for an advanced headquarters. It was made by the L. and N.W. Railway out of old North London Railway rolling stock, but is most comfortable."

Imperial War Museum Photograph. (Crown Copyright Reserved.) Reproduced in "Haig: The Second Volume."

not seen mentioned in any account of Passchendaele—namely, that a deserter betrayed the British battle-plan on the right of the attack (where the first assault was hung up). We can vouch for it that this was explicitly stated

[Continued on page 834.]

To all ranks of the British Army in France

Three weeks ago today the enemy began his terrific attacks against us on a 100 mile front. His objects were to capture from the French, to take the Channel ports and destroy the British Army. He threw already 106 Divisions into the battle and suffered during the most reckless sacrifice of human life, he has not made a little progress towards his goal. We owe this to the determined fighting of our troops. Words fail me to express the admiration which I feel for the splendid resistance offered by all ranks of our army under the most trying circumstances. Victory amongst us now is a matter of time. I should say that victory will belong to the side which holds out the longest. The French army is moving rapidly in great force to our support. There is no other course open to us but to fight it out! Every fraction must be held to the last man. There must be no retirement. With our backs to the wall and believing in the justice of our cause each one must fight on to the end. The safety of our homes and the freedom of mankind alike depend upon the conduct of each one of us at this critical moment. But be of good cheer, the British Empire will win in the end. Yours faithfully, E. Haig, Genl.

Thursday, 11 April 1918

"WITH OUR BACKS TO THE WALL, AND BELIEVING IN THE JUSTICE OF OUR CAUSE, EACH ONE OF US MUST FIGHT ON TO THE END": HAIG'S FAMOUS SPECIAL ORDER OF THE DAY, IN HIS OWN HANDWRITING, DATED: APRIL 11, 1918.

Imperial War Museum Photograph. (Crown Copyright Reserved.) Reproduced in "Haig: The Second Volume."

had done with equal pertinacity during Haig's life—though it is unfortunate that he chose the moment when Haig was hardest pressed by a gigantic task. Politicians, let us add, have not been alone in this sport of denigration. Only recently a distinguished British officer has published a volume in which his criticisms of Haig frequently rise to a shriek. Against these unrestrained assaults a biographer was bound to defend an honoured reputation, and Mr. Duff Cooper has done so with the minimum of acrimony.

Haig's limitations have been constantly remarked upon—for example, his excessive loyalty to subordinates and comrades of his own military caste; his adherence to certain outworn cavalry traditions (which, however, never greatly affected the course of the war); and, above all, that

* "Haig: The Second Volume." By Duff Cooper, Author of "Talleyrand." (Faber and Faber, 25s.)

ICE MILES OUT TO SEA OFF NORTH CHINA: LOSSES TO TRADE AND DAMAGE TO SHIPPING.

FROM December to March North China suffered the severest winter within living memory. The quantity and thickness of the ice, which extended over a hundred miles out to sea, was unprecedented. For a while the ports of Chefoo, Tientsin, and Chinwangtao, in the Gulf of Pechihli, were completely blocked, the icebreakers being unable to clear a passage. Losses to trade and shipping amounted to over a million pounds sterling. Chinese fishing and trading junks were either jammed in

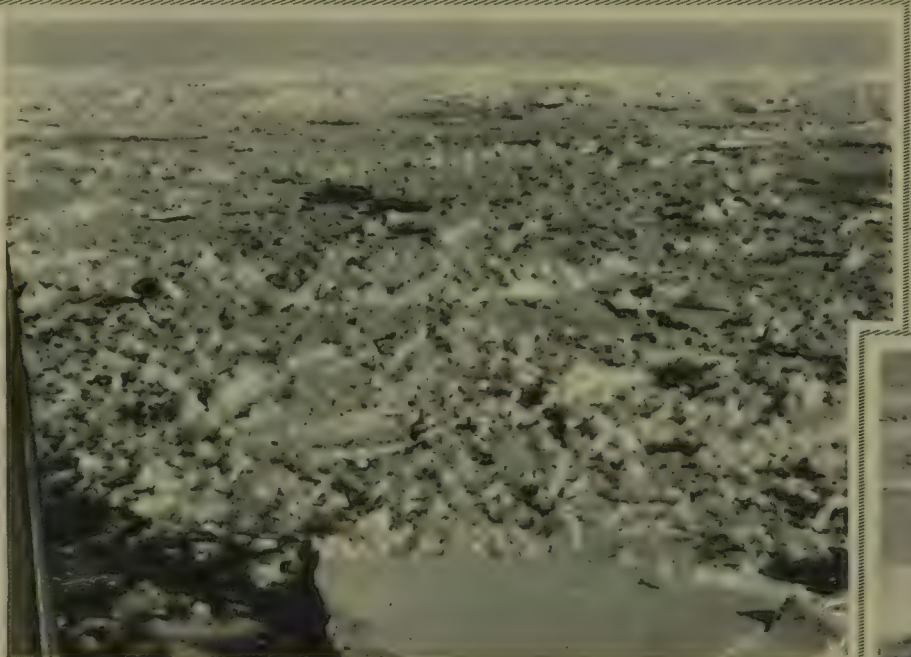
(Continued below.)



THE SEVEREST WINTER IN NORTH CHINA WITHIN LIVING MEMORY: AN ICE FIELD A HUNDRED MILES OUT AT SEA—CONDITIONS WHICH CAUSED IMMENSE LOSSES TO CHINESE TRADE AND SHIPPING.



STEAMERS MOORED AND PEOPLE WALKING ACROSS THE ICE IN CHEFOO HARBOUR: THE EXTREME OF COLD AT A PLACE WHERE THE ANNUAL TEMPERATURE VARIATION IS ABOUT 100 DEGREES FAHRENHEIT.



BROKEN PACK-ICE FAR OUT AT SEA: THE "YAT SHING" STEAMING SLOWLY THROUGH THE ICE FIELD IN THE GULF OF PECHIHLI—CONDITIONS IN WHICH NAVIGATION IS ALMOST IMPOSSIBLE.

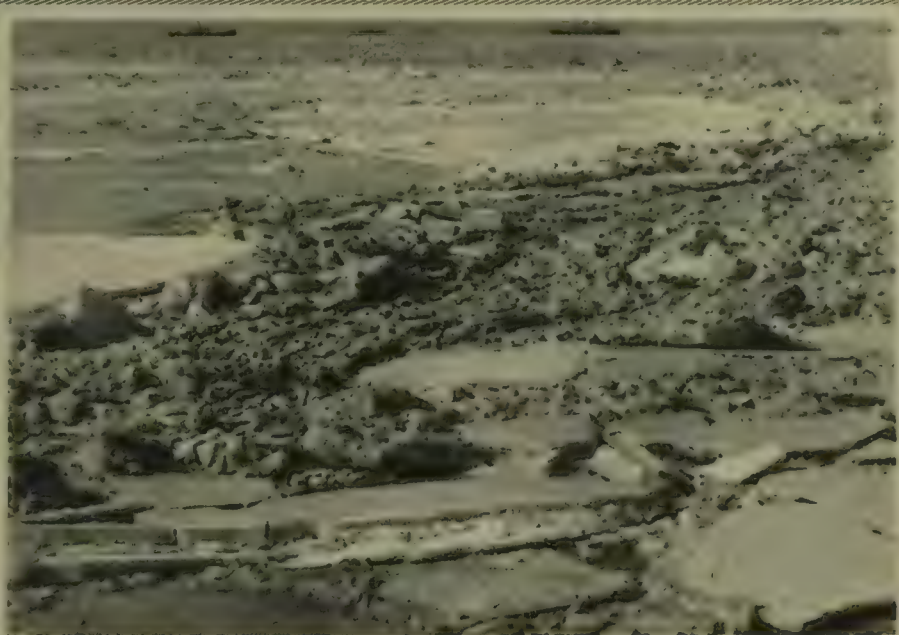
Continued.
the ice or remained in port for weeks. Many steamers had their rudders twisted, their propeller blades broken, and their hulls damaged by the ice. Others were marooned far out at sea and ran short of bunker coal, water, and food, so that eventually aeroplanes had to be used for dropping foodstuffs to the ships most in need. The method adopted in steaming through the ice field was to proceed at full speed ahead until the vessel was brought up by the thickness and pressure of the ice. The engines were then put astern and the vessel was backed out for a distance of about five hundred feet; after which she once more charged the ice ahead at full speed, crushing it with her bow, until she was eventually brought up again, when the whole manœuvre was repeated. It is a laborious means of progress, only to be resorted to in dire necessity.



THE SOUTHERN ENTRANCE TO CHEFOO HARBOUR BLOCKED BY ICE WHICH CLOSED THE PORT TO SHIPPING FOR A CONSIDERABLE TIME: A DEPTH OF ICE TOO GREAT FOR ICEBREAKERS TO BATTER A WAY THROUGH.



THE ICEBREAKER "TIEN HSING" AT WORK TRYING TO CLEAR A PASSAGE FOR SHIPPING OUTSIDE TAKU BAR, THE ENTRANCE TO TIENSIN; WITH A CHINESE STEAMER JAMMED IN THE ICE IN THE BACKGROUND.



STEAMERS JAMMED IN THE ICE OUTSIDE TAKU BAR WITH TWISTED RUDDERS, PROPELLER BLADES BROKEN, AND OTHER DAMAGE DONE BY THE ICE: HELPLESS SHIPS WITH NO RESOURCE BUT TO WAIT FOR A THAW.

THE PASSING OF KING FUAD OF EGYPT: THE FUNERAL PROCESSION TO THE MOSQUE EL REFAI.



KING FUAD'S FUNERAL CORTÈGE PASSING THROUGH CAIRO BETWEEN EGYPTIAN TROOPS LINING THE ROUTE: THE COFFIN ON ITS SIMPLE BLACK GUN-CARRIAGE; AND (LEFT) SEVEN SACRIFICIAL BULLS SLAUGHTERED AS IT PASSED.



THE BODY OF KING FUAD BEING TAKEN INTO THE MOSQUE EL REFAI FOR BURIAL: THE END OF HIS LATE MAJESTY'S LAST JOURNEY FROM THE ABDIN PALACE—THE COFFIN COVERED BY AN EGYPTIAN FLAG BEARING AN EMBROIDERED CROWN.

IN accordance with ancient Moslem custom, a long but unostentatious procession accompanied the body of King Fuad from the Abdin Palace to the Mosque El Refai on April 30. The largest crowd that Cairo has ever seen watched the funeral procession, which took two hours to walk the four miles to the mosque. Military bands were marching, but did not play. The coffin, covered by a large Egyptian flag bearing an embroidered crown, was placed on a simple black gun-carriage. Before it marched long lines of Egyptian troops in khaki uniforms and red turbans. After it walked the Ulema (the wise men), Prince Mohamed Aly (representing King Faruk), and Aly Pasha Maher, the Prime Minister. Sir Miles Lampson, the British High Commissioner, represented King Edward VIII. No British troops took part in the ceremony, but the services were each represented by their heads in Egypt. Near the mosque, in accordance with a tradition dating from Pharaonic days, seven sacrificial bulls were slaughtered as the coffin passed, and their carcasses were afterwards distributed to the poor. In an inner room of the mosque were Queen Nazli and the Princesses, who left by car after the burial and before the long religious rites which followed.



THE BRITISH SERVICES REPRESENTED AT THE FUNERAL OF KING FUAD: A GROUP INCLUDING ADMIRAL SIR ALFRED POUND, LIEUTENANT-GENERAL SIR GEORGE WEIR, AIR CHIEF MARSHAL SIR ROBERT BROOKE-POPHAM, AND SENIOR STAFF OFFICERS.

CALLED FROM ENGLAND TO BE KING OF EGYPT: HIS MAJESTY KING FARUK.

PHOTOGRAPH BY LENARE.



**KING FARUK OF EGYPT, WHO SUCCEEDED TO THE THRONE ON THE DEATH OF HIS FATHER, KING FUAD :
A SIXTEEN-YEAR-OLD KING WHO WILL ATTAIN HIS MAJORITY IN FIFTEEN MONTHS.**

The Crown Prince Faruk, Emir es Said, succeeded to the Throne of Egypt on the death of his father, King Fuad, on April 28. The new King is still a minor, having recently entered on his seventeenth year. He was born in Cairo on February 11, 1920, and will attain his majority at the age of eighteen lunar years, that is, at the beginning of August 1937. Until then the royal powers will be exercised by a Council of three Regents. King Faruk is the only son of King

Fuad and his eldest child by his second marriage, to Princess Nazli. From the time of his birth he was in the care of English nurses, from whom he learnt to speak the English tongue. He was created Emir es Said, or Prince of Upper Egypt, on December 13, 1933. Last autumn he came to England to study for the Royal Military Academy, Woolwich, and visited it once a week for military instruction. King Faruk left London for Egypt on April 30.

THE WORLD OF SCIENCE.

FLYING DRAGONS AND FLYING IMPS.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

I SOMETIMES like to picture to myself what this world of ours was like long ages ago, before man, like a destroying angel, appeared on the scene to rule, with an increasingly heavy hand, and with a reckless impartiality towards every living creature within his domain. Not even the trees and the herbs of the field have escaped his ruthlessness. But sometimes, as in the present case, that picture conjures up, not the world of a particular period, characterised by such and such strange

But this sheet of skin was spread after a profoundly different fashion. For in the bat it is stretched on a framework of four long, slender rods, which are excessively elongated fingers, only the thumb being free and quite short, and armed with a claw to serve, at need, as a hook. But in these ancient reptiles the flying-membrane ran along the hinder border of an exceedingly elongated little finger. Increased surface was afforded by very long metacarpal, or "palm bones." And

this; that they were mere "gliders," in short. But the keel of the sternum (to which the flying-muscles would be attached) was fairly well developed, though the development was confined to its front end. Yet there are some modern birds in which this is also the case.

Ranging in time from the Lias to the Cretaceous—a vast period as we reckon years—they preceded the birds in their appearance in the world by long ages, and for a time perhaps competed with them, though the birds remain with us to this day. What led to their extinction? It is not likely to have been consequent on the advent of the birds. For the world is large, and they ranged from our islands, over Europe, to America. And again, what led to their gradual transformation into the different variants of the type, which the rocks have preserved for us? Probably, as with all other living creatures, changes induced by the choice of food and its pursuit. They began as small creatures no bigger than sparrows or starlings, and with the jaws armed with teeth. We may surmise that these were insectivorous, like the majority of bats to-day. But gradually, as with the birds, the teeth fell into disuse, and the jaws developed instead a horny beak-sheath, as with the birds which supplanted them. May we surmise that the teeth, as such, had but little stimulus to growth, being used merely to hold prey momentarily, before being swallowed without mastication; hence they degenerated, while the jaws developed a horny covering?

They show yet another line of change. And this in regard to the tail. Originally this was long, and in some its tip developed a conspicuous lobe, or expansion of



A "DRAGON OF THE PRIME": A RESTORATION OF THE GREAT-BEAKED PTERODACTYL FROM THE LITHOGRAPHIC LIMESTONE; SHOWING THE CHARACTERISTIC FORMATION OF THE WINGS—A GREAT FOLD OF SKIN JOINING THE TIP OF THE "HAND" WITH THE HIND-LIMB.

This drawing shows a restoration of the celebrated fossil found at Bonn. Some authorities contend that the creature had a long tail, since the general features of its skeleton resemble the long-tailed *Dimorphodon*.

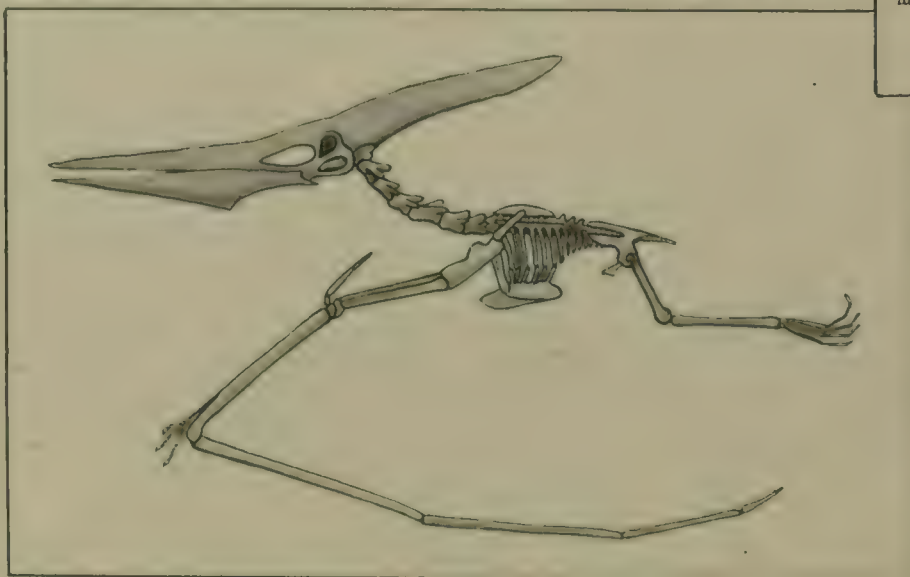
types of plants and animals, but a single type, furnished by those singular creatures the pterodactyls. These were reptiles, and perhaps the most remarkable of their tribe that have ever lived. To begin with, nothing whatever is known of their ancestry. In some groups of the animal kingdom we can find species "in the making," so to speak. Fossils often provide us with an astonishingly complete series of links leading up to the "emergent type." But the pterodactyls afford us no hint of their ancestry. Yet, for all that, there is no need to despair of ever finding the clues to this riddle. Fossils, it must be remembered, are only chance interments. Dead bodies are commonly speedily demolished by carrion-eating creatures of all kinds. Only such as happen to be washed into the rivers by floods, or into the sea, have any chance of being covered up by sediment and eventually "fossilised," which is Nature's way of embalming. Hence, then, it is clear that no more than a minute fraction of the animal life of the distant past can have been thus preserved. And even then only by chance are they likely to be discovered, and to fall into the hands of experts. The ancestors of the pterodactyls probably lived in forests, where the chances of their being preserved after death were exceedingly remote.

Hence it is that the pterodactyls—the wing-fingered—are presented to us as so many accomplished facts. Although, as will be seen presently, having become "pterodactyls," their further evolution by no means ceased. If the last of their race merited the term "flying dragons," the first of them might well be called "flying imps," for they were little or no bigger than sparrows. All, however, showed one character in common, and this was the wing: the first wing, so far as we know, ever evolved by a vertebrate, the like of which has not been seen again. To appreciate its singular structure fully, it should be compared with the wing of the bird and the bat.

Inasmuch as the flying-surface was furnished by a thin sheet of skin, it more nearly resembled the bat's wing than that of the bird.

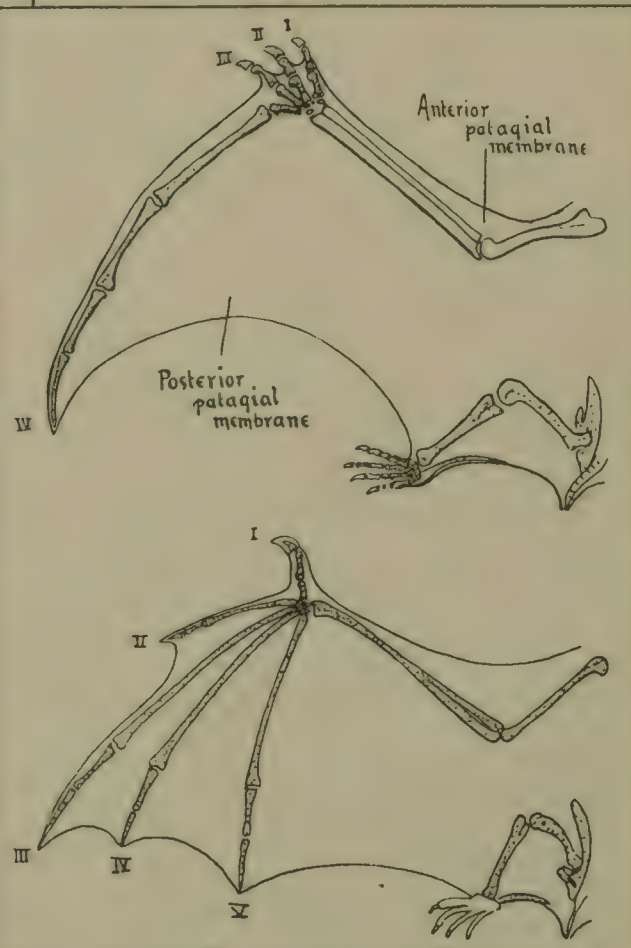
it is a point of some interest to note that, though only one of these formed attachment for the membrane, the other three were equally long, though very slender, and bore short fingers armed with claws. The hinder edge of the membrane was attached to the ankle-joint, as in the bats. And, as in these animals, there was a further fold of skin stretched between the inner side of the leg and thigh to the tail. The most fertile imagination has so far failed to find an explanation of how such a remarkable form of wing came into being.

The bird's wing differs fundamentally from both that of the bat and these ancient flying reptiles. For in this the flying surface is formed by a continuous series of long stiff feathers, running from the elbow-joint to the tip of the third finger. The origin of such a wing is not difficult to imagine, since these flight-feathers are probably elongated scales, such as formed the covering of the wing of the forearm. But the wing of the bat, and of these long-extinct "flying dragons," eludes all attempts at a satisfactory explanation. Their flight was probably slow and measured. But there seems no good reason for the suggestion that it was something much less than



THE LARGEST FLYING ANIMAL THAT HAS EVER TAKEN THE AIR: THE EXTRAORDINARY SKELETON OF A PTERANODON FROM THE CHALK DEPOSITS OF KANSAS; WITH A WING SPAN OF FULLY EIGHTEEN FEET.

As will be seen, the skull of this strange animal is produced backwards in a long, slender blade. Some have suggested that this blade formed an attachment for the muscles that moved its huge wings. The fact of its being found in chalk deposits both in England and America suggests that *Pteranodon* was a fish-eater.



THE WING OF A PTERODACTYL (ABOVE) COMPARED WITH THAT OF A BAT—THE FORMER HAVING THE FLYING-MEMBRANE ATTACHED TO AN ENORMOUSLY DEVELOPED "LITTLE FINGER"; THE LATTER A MEMBRANE STRETCHED ON FOUR VERY SLENDER FINGERS, WHICH ACT AS THE RIBS OF AN UMBRELLA.

In both pterodactyl and bat the hind-limb is engaged in the extension of the flying-membrane. The Roman numbers refer to the digits in each case.

skin, while in many other species this organ became reduced to the condition of a mere vestige. Now, this is true also of the bats, and it is difficult to find a satisfying explanation for its disappearance, since it does not apparently affect their mode of flight, nor does its loss seem to be correlated with changes in the pursuit of food or the choice of haunts.

Finally we come to the matter of size. The earliest-known species, as I have already said, were quite small. But among the last of the race there were giants, such as pteranodon from the chalk of Kansas, which had a wing-span of no less than 18 ft., and hence was larger than any other flying creature, before or since. In this genus the back of the skull was very prominent, and in one, shown in the accompanying illustration, it was produced backwards into a long, slender blade projecting well over the middle of the body. Furthermore, the skeleton of the shoulder-girdle formed a cup-and-ball articulation with a fusion of the bones of the spines of the backbone, to support the huge wings.

STORKS ON THEIR CARRIAGE-WHEEL NESTS: BIRDS WHICH WILL FIGURE IN MIGRATION EXPERIMENTS IN ENGLAND.



A STORK FEEDING ITS YOUNG BY REGURGITATION ON AN OLD CARRIAGE-WHEEL NESTING-PLACE IN HOLLAND: A TYPICAL SCENE FROM THE LIFE OF A SPECIES WHICH WILL BE ARTIFICIALLY REARED IN THIS COUNTRY FOR MIGRATION EXPERIMENTS.



THE OLD STORKS CLATTERING THEIR BILLS; RAISING A CHARACTERISTIC SOUND, ALWAYS MADE WITH THE HEAD THROWN BACK AS SEEN HERE AND INDULGED IN ON ARRIVAL AT THE NEST.



AN OLD STORK SHIELDING THE YOUNG FROM THE SUN: AN INSTANCE OF THE DOMESTIC VIRTUES WHICH ARE CREDITED TO THIS BIRD AND HAVE MADE IT PROVERBIAL IN NORTH EUROPE.



AN ARTIFICIAL NESTING-PLACE FOR STORKS IN HOLLAND—MADE OF A CARTWHEEL SET ON THE TOP OF A THIRTY-FOOT POLE—IN THE FOREGROUND, THE OBSERVATION-TOWER FROM WHICH OUR PHOTOGRAPHS WERE OBTAINED.

SPECIAL interest is lent to these photographs by the news that storks are to be made the subject of a novel experiment in this country this year. Mr. C. I. Blackburne, secretary of the Haslemere Educational Museum, has thus described it in "The Times": "The Vogelwarte (bird-watching station at Rossitten, East Prussia) is . . . to send to England twelve storks' eggs, and these are being placed under late-nesting herons . . . in Kent. As storks and herons feed on more or less the same food, it is possible that the storks will be reared successfully. In June the same authorities will send us . . . fifteen to twenty young storks, which will be placed on artificial nests. . . . Both these lots are expected to leave for Africa in the autumn . . . all will be ringed with a special coloured ring, and valuable information may be obtained as to the routes they follow on migration."



AN OLD STORK (RIGHT) WITH THE TWO YOUNG BIRDS—NOW FULLY FLEDGED: A CONTENTED FAMILY AT THE END OF A HAPPY BREEDING SEASON; THE YOUNG READY TO LEAVE THE NEST.

SIBERIAN ANIMAL ART OF ABOUT 500 A.D., SYMBOLIC ORNAMENTS OF BRONZE AND SILVER

FIG. 1. A BRONZE BELT-HOOK WITH A FIGURE OF A TIGER: AN OBJECT MARKED BY SIMPLE NATURALISM TYPICAL OF THE LATE KURGAN PERIOD AT MINUSINK, ABOUT FIRST TO THIRD CENTURY A.D. (ACTUAL SIZE.)



AS the geographical position of the locality where the Ichimka treasure was discovered, in the heart of central Siberia, has an important bearing on the question of its associations in the history of art, it is advisable to consult a map while reading Dr. Salmeny's interesting article, in order to locate the various regions to which he refers, and to appreciate their distances from each other. Dr. Salmeny writes: "That the artistic treasures which may be found in the museums of Siberia are realized by only the few who have seen them was indicated by my previous articles in 'The Illustrated London News,' of March 17, 1934, on Palaeolithic art relics in the museum at Irkutsk, and in the issue for May 5, 1934, on Neolithic and Bronze Age objects in the museums of Irkutsk and Tchita. The richest museums are those which already existed before the stimulation of archaeological research by the Soviet authorities. Important among these is the Museum of Krasnoyarsk, a prominent city on the river Yenisei above its junction with the Lower Angara, and some 500 miles west of Lake Baikal. Discoveries of prehistory in this locality possess a special interest because it is situated just north of the great metal culture of the Yenisei valley at Minusinsk; east of the regions that produced the individual art of East Russia and the Ural Mountains, and on the historic travel roads across the steppes. Among its treasures, the Krasnoyarsk Museum contains the objects discovered in 1911 at Ischimka and described in a publication issued [Continued in box 2.]

FIG. 2. A BRONZE FIGURE OF A HORSE, IN SIMPLIFIED STYLE, SURMOUNTING A DISC: A WORK TO WHICH PARALLELS OCCUR BOTH IN THE MINUSINK CULTURE AND IN THAT OF THE URAL REGION. (ACTUAL SIZE.)



there in 1914, *i.e.*, A. Ermolaw's *Ischimskaya Kolllektsiya*. As this monograph with its poor illustrations is practically unobtainable in the West, it seemed to the writer that it would be worth while to take new photographs. At the time of my visit to the museum I selected from the objects labelled 'Ischimka,' and numbering about one hundred, only those which by means of illustration make an important contribution to the history of the steppe region. The Ischimka discovery derives its name from a swampy island off the left bank of the Chulym River, situated about 50 kilometres north of Achinsk. The island probably contained a sacred area in which, as in neighbouring provinces, votive gifts were laid on the ground at different times. Only a certain number of the pieces in the museum of Krasnoyarsk catalogued as having come from Ischimka were found in the earth. Besides these discoveries, there were [Continued in box 3.]

FIG. 6. A SMALL APPLIQUE, POSSIBLY A GIRDLE ORNAMENT, WITH INCORPORATION RECALLING URAL ART OF 500 TO 700 A.D.: ONE OF THE FEW BRONZE PIECES IN THE ISCHIMKA TREASURE. (ACTUAL SIZE.)



numerous objects obtained by Ermolaw from peasant houses. Objects from the same period can be associated to-day only by means of their material and style. Photographs were not taken of the iron weapons exhibited, or of the Chinese mirrors of Han type, which were perhaps locally imitated, although these belong to the early group which will be considered here. The later primitive copper plates in animal form were discarded because they are more typically and better represented elsewhere, belonging as they do to the same category as shamanistic mirrors with primitive incised designs. The early group is rather uniform even as far as the material is concerned. Only four of the objects photographed are cast in yellow bronze (Figs. 1, 2, 6, and 10); the other eight, and in general most of the objects from Ischimka here represented, are made of white metal, an alloy with a silvery appearance. The bronze pieces may have been used as appliques or girdle ornaments. Only two of them are paralleled in the Yenisei valley finds. The tiger on the belt-hook (Fig. 1) belongs by its simple naturalism to the typical art of the later Kurgan period at Minusinsk, about the first to the third century A.D. For the simplified horse mounted on a disc (Fig. 2) there are parallels not only in the above-mentioned culture in Minusinsk, but also in the Ural. Contrasting these two bronzes with those showing Minusinsk influence, a semi-cylindrical shell (Fig. 10) and the next figure, a small applique (Fig. 6), one may say that they definitely belong to the East Russian group. [Continued in box 1.]



FIG. 10. WITH PEARLED BAND ORNAMENT TYPICAL OF URAL ART OF 500-700 A.D.: A SEMI-CYLINDRICAL BRONZE "SHELL," WITH TWO BEARS ON AN OPENWORK BACKGROUND. (ACTUAL SIZE.)

FIG. 9. A WHITE-METAL GIRDLE-HOOK WITH FOUR BEAR HEADS IN THE CENTRE AND ENCRICLED BY A PEARLED BAND: AN ISCHIMKA ORNAMENT IN A FORM TYPICAL OF THE PIANOBOR CULTURE—200 B.C. TO 600 A.D. (ACTUAL SIZE.)



SHOWING BOTH URAL & FAR EASTERN INFLUENCES: LIKE WHITE METAL FROM THE ISCHIMKA TREASURE.



FIG. 3. A FIGURE OF A BEAR (OR WHITE METAL) HOLDING A HUMAN HEAD: AN EXAMPLE OF SYMBOLISM REPRESENTING ANIMALS AS PROTECTIVE SPIRITS. (ACTUAL SIZE.)



FIG. 4. A SIBERIAN PENDANT OR APPLIQUE IN WHITE METAL IN THE FORM OF A HORNED OWL: A TYPE OF OBJECT COMMON IN THE ART OF THE URAL. (ACTUAL SIZE.)



FIG. 7. A PENDANT OR APPLIQUE OF WHITE METAL REPRESENTING AN EAGLE: A PIECE FROM THE ISCHIMKA TREASURE AKIN TO THE HERALDIC TYPE OF ORNAMENT FOUND THROUGHOUT THE ART OF THE URAL REGION. (ACTUAL SIZE.)



FIG. 11. A WHITE-METAL PENDANT OR APPLIQUE IN THE FORM OF AN EAGLE (WITH ONE WING BROKEN): AN ISCHIMKA ORNAMENT OF A HERALDIC TYPE FOUND THROUGHOUT THE URAL REGION. (ACTUAL SIZE.)

The ornament of the shell (Fig. 10) consists of two bracts of prey, probably bears, on a slightly openwork background. These animals are partially outlined and the surface of the shell is covered with a geometrical ornament, the pearly band. This band is typical of the art of the Ural Mountains from 500 to 700 A.D. The small applique, a fragment of a human figure shown in a frontal aspect, points in the same direction (Fig. 6). The objects in [Continued in box 5.]



FIG. 5. THREE EAGLE HEADS UNITED ON ONE BODY BEARING A HUMAN FACE: PROTECTIVE SYMBOLISM IN A SIBERIAN PENDANT OR APPLIQUE OF WHITE METAL. (ACTUAL SIZE.)



FIG. 8. OWLS AS PROTECTIVE SPIRITS IN SIBERIAN ART: A WHITE-METAL ORNAMENT SHOWING A MAN FLANKED BY TWO OWLS IN PROFILE (ONE BROKEN) AND AN OWL FACE OVER HIS HEAD. (ACTUAL SIZE.)



FIG. 12. AN EXAMPLE OF THE 'PRIMITIVE STYLISATION' THAT DOMINATES THE LATER ART OF SIBERIA: A HUMAN HEAD WITH UPSTANDING HAIR AND FEATURES AS CRUDE AS IN A CHILD'S DRAWING. (ACTUAL SIZE.)

But in this example we see in the middle field four bear heads represented in front view. This animal is one of the most frequent motifs in the art of the Ural. Seen in front view and with a more primitive design, the bear is a decorative element on objects similar to that shown in Fig. 6, but of a later period, about 100 A.D. Birds in front view and for the most part of a heraldic style, used as pendants or appliques, are to be found in the entire art of the Ural region. Pieces from the Ischimka treasure show representations of the eagle (Figs. 7 and 11). Even more impressive is an owl with horns (Fig. 4). Here again one sees the pearly band so typical of the region. This piece has certainly a symbolical meaning, into which

we cannot enter here. Symbolism is even more significant when the birds are combined with a human head (Fig. 5). Three eagle heads are united with one body on which there is a human face. Again, an owl's head in front view appears above that of a man framed by the profile of an owl on each side, one side being broken (Fig. 8). One should at the same time consider these groups in connection with modern descriptions of shamanistic costumes to understand their meaning. G. Moradze, in his book, *Shamanism among the Peoples of Siberia*, describes them as follows: 'The shaman who wears the skin of an owl on his head is safe against evil spirits.' This rôle of the animal representing the protecting spirit may also be assigned to the bear (Fig. 3). All of these combinations of animal motifs and the pearly bands are typical of the Ural region. Although the artistic character of these objects from Ischimka points to East Russia, their symbolic meaning may be of a Far-Eastern origin, but certainly is not a Greek one, as has been previously conjectured. The tendency towards a primitive stylisation dominating the later art of Siberia is indicated by a human head with upstanding hair and a shape of child-like crudity (Fig. 12). The interest roused by the treasure of Ischimka must be concentrated on the question of its date, which depends for the most part on this art which is characterised by animal symbols and pearly bands. There are some forms reminiscent of the second culture in East Russia, the culture of Pianobor. Both types approach the impoverished forms of late Siberian shamanism. This position between different local styles results in the most probable date being shortly after 500 A.D."

BOOKS OF THE DAY.

SOONER or later, that very thorny question of Germany's colonial ambitions will have to be tackled. My motive in alluding to the subject is not to embarrass the Government (!) by any misplaced remarks, but merely to suggest a topical background for a group of recent books concerned with the Empire and colonial rule. First I would recommend, to readers who enjoy personal reminiscences, one of the most interesting and amusing examples that I have come across for some years—namely, "FROM A COLONIAL GOVERNOR'S NOTE-BOOK." By Sir Reginald St.-Johnston, K.C.M.G. With eleven illustrations (Hutchinson; 12s. 6d.). The author's career in the Colonial Service has been mainly in the West Indies, and for six years from 1929 ("the most strenuous and difficult years of my life," he says) he was Governor of the Leeward Islands. Summarising his previous experience, he writes: "I had put in over nine years in the Leeward Islands, four years at the War and in the Falklands, etc., and nine years in Fiji." He had begun life by qualifying as a doctor. His book, not having to do with mandated territories but with Crown Colonies, does not, of course, bear directly on the German problem; in fact, he does not go deeply into any problems, though he indicates generally those of the West Indies, especially the condition of the sugar trade. He is mostly concerned, however, with the personal and incidental side of his own career, in the course of which he has met hosts of famous people. All this he handles with delightful humour and a happy turn for anecdote. At the same time, abundant thrills are provided by more serious happenings, such as hurricanes and earthquakes.

Sir Reginald's previous works include "Islanders of the Pacific," a novel entitled "A Pearl of Fortune," and "A West Indian Pepper-Pot." Scattered about the pages of his new book are many interesting glimpses of native customs and animal life. Thus we hear of a terrific fight between a shark and a huge devil-fish or sting-ray, whose tactics were to leap into the air and drop on to his enemy in the hope of breaking his back. The author enjoys a joke against himself. "Loch Ness," he writes, "is not the only place that produces strange creatures. The week before we sailed, the West Indian Press telegrams announced that by the s.s. *Inanda* there would be sailing for England the Governor of the Leeward Islands, one jaguar, five vampires, and two manatees or sea-cows, consigned to the London Zoo! Which I thought might have been expressed differently."

One passage in the book will be much appreciated by readers of this paper (I condense it slightly for reasons of space). "During that leave (in 1922)," he recalls, "my *South Sea Reminiscences* was published and well received by reviewers. The Editor of *The Illustrated London News* wrote to me that he would like his artist to draw from my description one of the scenes of Fijian village life . . . the native cricket. Accordingly, Mr. Forestier appeared one day at my club, and I did my best on a foggy London afternoon to make him see through my eyes the sunlit picture of the Fiji I remembered so well. He was a Frenchman with a big black beard, but had for many years worked as an artist in London. His sketching of the scenery was excellent, and I watched the outline of it coming to life on the pad before him under his magic touch, but when it came to the technical description of the cricket and the positions of the fielders, it was not too easy. However, he made a very good job of it."

During the same visit to London, Sir Reginald was presented to King George, and on a subsequent occasion had a private talk with him about West Indian affairs. When he first went to Antigua, in 1920, Sir Reginald and his wife lived in a house temporarily occupied by King George when, as a young naval lieutenant, he visited that region. Elsewhere, referring to an almost extinct sea bird called the Diablotin, the author says: "There is a mountain in Dominica, once a well-known haunt of these birds, called Mount Diablotin, and it was up this that the future King George (with his brother, Prince Albert Victor) was taken by Dr. Nicholls in 1880, when they called at the island on their famous cruise in H.M.S. *Bacchante*—a very strenuous climb."

This leads me to mention two admirable memoirs of the Sovereign through whom the Crown became the great connecting-link of the Empire. One is "GEORGE V." By Arthur Bryant. Author of "Charles II.," "Samuel Pepys," and "Macaulay." With Frontispiece (Peter Davies; 5s.). Mr. Bryant was singularly well fitted for his task both as a writer and from family associations, and he has summed up felicitously the King's character

and the significance of his reign. Equally inspired by genuine devotion is "KING GEORGE THE WELL-BELOVED." By Ernest H. Short. Author of "The Painter in History" and a "History of Religious Architecture." With sixteen illustrations (Philip Allan; 8s. 6d.). Mr. Short's work is based on daily notes which he kept for thirty years on King George's public activities.

At the time of King George's death, perhaps, many readers felt that the comprehensive Press tributes rendered books about him superfluous; but daily newspapers (save for the careful preserver of cuttings) are essentially ephemeral, and permanent records in book form are now indispensable. Pending a full official biography, the two memoirs above mentioned are excellent for popular purposes. Specially



WORKS BY DEGAS EXHIBITED AT THE AGNEW GALLERY: "ALEXANDRE ET BUCÉPHALE"; DONE IN 1867.

An exhibition of pictures, pastels, and drawings by E. Degas (1834-1917) opened recently at Messrs. Thos. Agnew and Sons' Galleries, 43, Old Bond Street and 3, Albemarle Street, London, W.1. Admission to the exhibition is free.



"TROIS DANSEUSES, CORSAGES VERTS"; BY E. DEGAS: A CHARACTERISTIC WORK IN THE EXHIBITION AT THE AGNEW GALLERY.

suitable for younger readers is another small work—"THE LIFE AND REIGN OF KING GEORGE V." A Book for Boys and Girls. By C. E. Carrington. With eight illustrations (Cambridge University Press; 2s. 6d.). This is mainly an outline of public affairs during the reign, but the King's personality is not neglected.

Significant facts concerning the former German colonies, in Africa and the Pacific, and their allocation by mandate to Allied Powers, occur in a historical work of first-rate importance—"MODERN ENGLAND." 1885-1932. A History of My Own Times. By Sir J. A. R. Marriot. With seven Maps (Methuen; 16s.). There is a striking contrast between the British attitude towards German colonisation when it began, in the 'eighties of last century, and after

the Great War.

Discussing the partition of Africa at the earlier period, the author recalls an utterance of Mr. Gladstone: "If Germany is to become a great colonising power, all I say is 'God speed her.' She becomes our ally and partner in the execution of the great purposes of Providence for the advantage of mankind."

That was what Mr. Gladstone said, apparently in 1884. Compare it with a later passage describing the re-partition of Africa in 1918. Here Sir John Marriot writes: "Out of the 12,500,000 persons who were in 1914 living under the German flag in Africa, 42 per cent. have been transferred to the guardianship of the British Empire, 33 per cent. to that of France, and 25 per cent. to Belgium. The settlement would seem in the main to accord with the principle laid down by Mr. Wilson, who insisted that there should be: 'A free, open-minded, and absolutely impartial adjustment of all Colonial claims. . . . That the interests of the populations concerned must have equal weight with the claims of the Government.' If there was one point upon which every African native who had ever lived under German rule was resolved, it was that under no circumstances would he voluntarily remain under, or return to, it."

Sir John Marriot's book will be welcome, both to the student and the general reader, as a compact and lucid survey of a period with which he is eminently qualified to deal, since, as his sub-title indicates, it synchronises with his own public life. This work forms the eighth and concluding volume of the History of England edited by Sir Charles Oman, of which the seventh volume was Sir John's previous work, "England Since Waterloo." It is doubtless his personal experience of politics, combined with that of lecturing at Oxford, that has enabled him to cover so wide a field of events in a brisk and continuous narrative, overcoming the difficulties presented by the "avalanche of materials" from which he had to select. His book is restricted to political history, and does not touch literature, art, or science.

British colonisation is subjected to searching criticism, chiefly from an economic standpoint, in "WARNING FROM THE WEST INDIES." A Tract for Africa and the Empire. By W. M. Macmillan (Faber; 8s. 6d.). "Conditions in our oldest tropical possessions," writes the author, "give little warrant for the assumption that colonies are the source of great profit to the possessing country—as outlets for population, vents for goods, or sources of cheap raw materials. This traditional belief has seldom been challenged, and on it the discontent of dissatisfied countries, Italy and Germany, is fed." This point, I think, should be mentioned to Herr Hitler and Signor Mussolini. Professor Macmillan favours a colonial policy tending towards self-supporting independence.

"Many hold," he says later, "that improvement might be furthered by putting all colonies under League mandate, and it is an advance that the colonial powers are now widely held to be answerable to world opinion for a 'sacred trust.' Little is to be gained by trying to shift the inescapable responsibility . . . to a powerless committee of the League at Geneva. But, like Abyssinia, these weak countries will continue to provoke dangerous international rivalries just so long as their poverty makes them, in the words of the Covenant of the League, incapable of standing alone."

In conclusion, here are a few items for a library list (which I must at present place on my "reserve") for those who may wish to pursue lines of reading above suggested. Concerning Imperial matters, three books to be noted are "CANADA AND THE BRITISH ARMY": 1846-1871. A Study in the Practice of Responsible Government. By C. P. Stacey, Instructor in History, Princeton University (Longmans; 10s. 6d.); "THE ECONOMIC DEVELOPMENT OF THE BRITISH OVERSEAS EMPIRE." Vol. 3. The Union of South Africa. By the late L. C. A. Knowles, Professor of Economic History in the University of London, and C. M. Knowles (Routledge; 10s. 6d.); and "KENYA": Contrasts and Problems. By L. S. B. Leakey, F.S.A. With eight Plates and End-paper Maps (Methuen; 7s. 6d.). In this last-named little book, beguilingly written and pictorially attractive, Dr. Leakey puts in a strong and well-founded plea for the value of anthropology, applied to the study and treatment of living races, as an aid to colonial administration. Its importance was lately recognised in Australia, I see, by the appointment of an anthropologist with magisterial powers to deal with offences by aborigines in part of the Northern Territory. C. E. B.



"PORTRAIT DE MADAME MALO"; BY E. DEGAS: ONE OF THE THIRTY-NINE WORKS AT PRESENT ON EXHIBITION IN LONDON.



THE MAGIC OF THE SILVERY SKIES OF NORTHERN FRANCE: "CHÂTEAU-THIERRY. VUE D'ENSEMBLE"; BY COROT. (COLLECTION SCHMITZ, BREMEN.)



COROT IN PARIS IN 1833: "VUE DE PARIS. LE QUAI DES ORFÈVRES, NOTRE DAME ET LE PONT SAINT-MICHEL" (MUSÉE CARNAVALET.)

"A SKYLARK THROWING A SONG INTO GREY CLOUDS": COROT PAINTINGS.

His charming simplicity won friends on all sides for "le père Corot"; but with this simplicity went complete, and sometimes disconcerting, frankness. "I have only one piece of advice to give you," he told a friend; "never go in for painting if you want a happy life." He delighted in travel and wandered over large tracts of France and Italy. Holland he knew also, as well as our own country. "At fifty years of age," says

M. Moreau-Nélaton, "he was still the child that he was at twenty-five. . . . He dined with his old papa and mamma . . . and, if invited to pay a visit, used to ask their permission to go." He was also very modest. "Rousseau is an eagle," he said, "and I am only a skylark who throws his little song into the grey clouds." We may add that an exhibition of Corot's works opened some months ago at the Musée de l'Orangerie, in Paris.

The French Fleet in Harbour: A Navy that is Increasing its Power.



ADMIRAL'S INSPECTION: THE COMMANDER-IN-CHIEF, FOLLOWED BY HIS OFFICIER D'ORDONNANCE, GOING ABOARD A BATTLESHIP, WHOSE COMMANDER STANDS AT THE SALUTE AT THE HEAD OF THE ACCOMMODATION LADDER.



"LIBERTY MEN" GOING ASHORE FROM A FRENCH BATTLESHIP—A WELCOME OPPORTUNITY FOR AMUSEMENT AND DISTRACTION: A LAUNCH WAITING FOR THE BOAT-LOAD OF SAILORS BEFORE TOWING IT TO THE HARBOUR QUAY.



WHALER PRACTICE: A CREW OF STURDY SEAMEN TRAINING FOR A COMING REGATTA IN WHICH CREWS FROM EACH SHIP COMPETE.

France, like other great nations of Europe, is at present engaged in a considerable programme of naval construction so that her defences at sea should not fall behind those of other countries in efficiency and modernity. Already much has been done to renew her strength in the smaller classes of warship, and preparations are afoot to increase her fleet of capital ships. These attractive water-colours give an impression of the French fleet in harbour.

FROM THE PAINTINGS BY A. BRENET.

REFUGEES UNDER BRITISH CARE AT ADDIS ABABA: SCENES IN THE LEGATION'S GROUNDS OUTSIDE THE CITY.



CHILDREN, ONE OF THEM STILL HUGGING HER DOLL, AFTER THEY HAD BEEN BROUGHT TO SAFETY.



INDIAN AND OTHER BRITISH SUBJECTS WAITING IN THE LEGATION GROUNDS WHILE THE SIKH GUARDS ERECTED TENTS FOR THEIR ACCOMMODATION: A DESOLATE AND PATHETIC GROUP.



REFUGEES ENCAMPED IN THE LEGATION GROUNDS, WHITHER THEY FLED FROM THE CITY, FOUR MILES AWAY, AT THE APPROACH OF ITALIAN TROOPS:



DEFENCES WHICH MADE THE BRITISH LEGATION AN OASIS OF SAFETY WHEN RIOTING BROKE OUT IN ADDIS ABABA: A SANDBAGGED TRENCH.

As the Italian troops pushing south from Dessie menaced Addis Ababa, there was panic among the population of the city, and hundreds of people, native and foreign, white and coloured, took refuge in the British and other Legations. This movement of refugees was hastened during the days following the Emperor's flight, when Addis Ababa became a city of terror, given over to burning and marauding bands. The



BARBED-WIRE ENTANGLEMENTS ROUND THE LEGATION COMPOUND: MEASURES OF DEFENCE TAKEN IN ANTICIPATION OF THE CRISIS THAT ACTUALLY OCCURRED.

British Legation, as being the best protected, was the one where the greatest number sought shelter; and on May 4 about 2000 refugees, of twenty-three different nationalities, were encamped in the building or its grounds. As our two lower photographs show, measures had already been taken to make the Legation easily defensible if necessity arose. Further Abyssinian photographs are given elsewhere.

FROM THE WORLD'S SCRAP-BOOK : NEWS ITEMS OF TOPICAL INTEREST.



MRS. MOLLISON'S ENGLAND-TO-THE-CAPE FLIGHT: THE FAMOUS AIRWOMAN SEEN OFF AT GRAVESEND BY HER HUSBAND.

Mrs. Mollison began a fresh attempt to fly to the Cape in record time on May 4. She left Gravesend in the morning in her Percival Gull low-wing monoplane, and travelled via Oran, Colomb Bechar, and Gao. Extra tanks were fitted in the machine, giving it a range of 2300 miles without refuelling. A direction-finding wireless also formed part of Mrs. Mollison's equipment.



MR. CLEM SOHN, "THE BIRDMAN," WEARING THE EQUIPMENT OF WINGS WHICH ENABLED HIM TO GLIDE IN THE AIR AT HANWORTH.

A crowd of some 50,000 people assembled at Hanworth aerodrome on May 2 to watch Mr. Clem Sohn, a "winged" parachute-jumper. He had wings attached to his body and legs. He jumped from an aeroplane at 10,000 ft. By spreading the wing between his legs he turned his fall into an aerial dive; and, with his body-wings, he showed he could glide for short stretches. He then came to earth by parachute.



JUBILEE 2d. STAMPS THE WRONG COLOUR: A BLOCK OF SIXTY—SOLD FOR £1500.

On June 26 last, three sheets containing 360 2d. Jubilee stamps were issued by the Post Office to one of their sub-offices in North Edmonton. These stamps were issued in error, for they are the wrong shade of blue. The mistake was noticed by a purchaser, who thereupon bought almost the entire lot. Since then their price has been steadily rising, and this block of sixty recently fetched £1500.



THE FIRST LINER TO BE LICENSED AS A BROADCASTING STATION: THE NEW 12,000-TON AUSTRALIAN INTER-STATE MOTOR-LINER "KANIMBLA," WHICH RECENTLY LEFT BELFAST FOR SYDNEY.

In his statement to the House of Commons on May 4 about affairs in Abyssinia, Mr. Eden announced that the British Government had ordered H.M.S. "Enterprise" to proceed to Jibuti and convey the Emperor and his party direct to Haifa. Mr. Eden added that they were expected to go on board about 6 p.m. that day (local time), i.e. about 4 p.m. Greenwich time. The "Enterprise" is a 7580-ton cruiser, designed in 1918 under an emergency war-time programme, but not completed until 1926. Last year certain alterations were begun in her, including the provision of an aeroplane catapult.



THE BRITISH CRUISER SELECTED TO CONVEY THE FUGITIVE EMPEROR OF ABYSSINIA AND HIS FAMILY FROM JIBUTI, FRENCH SOMALILAND, TO HAIFA, IN PALESTINE: H.M.S. "ENTERPRISE."



A SAILING-SHIP OF THE BRITISH NAVY: THE KETCH "TAI-MO-SHAN," NOW STATIONED AT PORTSMOUTH.

The "Tai-Mo-Shan," the 12-ton ketch in which five naval officers sailed home from the China station in 1933-4, is now officially listed as a tender to H.M.S. "Dolphin" (Fort Blockhouse, Portsmouth), depot of the 5th Submarine Flotilla. We illustrated the "Tai-Mo-Shan" after her voyage from China, via Japan and Panama, in our issue of June 9, 1934.



MR. GANDHI SPEAKING AT THE INDIAN NATIONAL CONGRESS AT LUCKNOW, WHEN HE FELL OUT WITH PANDIT NEHRU.

Pandit Jawahrlal Nehru's Communistic ideas produced a split in the ranks of the All-India Nationalist Congress held at Lucknow over the Easter week-end. His doctrines were strongly opposed by Mr. Gandhi. Though Mr. Gandhi has officially "retired," he still, of course, exercises great influence. Pandit Nehru's followers suffered a defeat on the question of Congressmen holding office under the new Constitution.

THE MOOSE RIVER MINE RESCUE: THE ENTOMBED MEN BROUGHT TO THE SURFACE AFTER 242 HOURS' IMPRISONMENT.



THE RESCUERS MAKE CONTACT WITH THE MEN ENTOMBED IN THE MOOSE RIVER MINE, NOVA SCOTIA: MRS. ROBERTSON LISTENS TO HER HUSBAND.



DRASTIC MEASURES TO FURTHER THE WORK OF RESCUE AT MOOSE RIVER MINE: A BUILDING PULLED DOWN TO FURNISH TIMBER FOR THE RESCUE WORKINGS.



AT THE PIT-HEAD WHILE RESCUE WORK WAS PROCEEDING: LISTENING TO THE ENTOMBED MEN ON THE IMPROVISED TELEPHONE.



THE RESCUE OF DR. ROBERTSON: THE FIFTY-TWO-YEAR-OLD TORONTO CHILD SPECIALIST BEING HELPED OUT OF THE SHAFT AFTER 242 HOURS' IMPRISONMENT.



THE RESCUE OF MR. CHARLES SCADDINGS: THE FORTY-TWO-YEAR-OLD TIME-KEEPER AND BOOK-KEEPER AT THE MINE BROUGHT TO THE SURFACE.



HOW FOOD WAS SENT DOWN TO THE ENTOMBED MEN: INSERTING A CONTAINER INTO THE 141-FOOT DRILL TUBE.



THE WIVES OF THE ENTOMBED MEN: MRS. MAGILL (WHOSE HUSBAND DIED), MRS. ROBERTSON, AND MRS. SCADDINGS SEEN NEAR THE PIT-HEAD.



THE IMMENSE EFFORTS MADE BY THE RESCUERS: A POWERFUL CRANE THAT WAS BROUGHT FROM HALIFAX (SEVENTY MILES AWAY).

We were able to give, in our last issue, reproductions of some of the first pictures to reach this country of the rescue of Dr. D. E. Robertson and Mr. Scaddings from the Moose River Gold Mine, Nova Scotia, where they had been trapped for 242 hours. This occurred on April 12. The trapped men lit a fire, and the smoke led to their being located. A hundred miners began an endeavour to free them on April 13, but a fresh collapse forced a suspension of work. It was not until the 18th that a diamond-drill got through and communication was established with the entombed

men. On the 20th their companion, Mr. Hermon Magill, was reported to be dead. The rescuers dug frantically, but it was not clear whether they were correct in their direction. In addition, there was the danger of a further cave-in. It was not until the 22nd that miners eventually broke through, and Dr. Robertson and Mr. Scaddings, who were extremely weak, were not brought to the surface until the 23rd. They had been entombed for over 242 hours. Mr. Scaddings had contracted trench feet, but otherwise both men were comparatively well.

LONDON RAIDED AND DEFENDED—AT OLYMPIA: HOW THE TERRITORIAL ORGANISATION MASTERS BOMBERS' THREATS.

SPECIALLY DRAWN FOR "THE ILLUSTRATED LONDON NEWS" BY C. E. TURNER.

DETECTION

OBSERVER GROUPS
ON THE COAST SIGHT
ATTACKING AIRCRAFT

THE LISTENING POST

CREW OF SOUND-LOCATOR
DIRECTING SEARCHLIGHTS

THE VISUAL PLOTTING INSTRUMENT

GIVING LOCATION AND
SPEED OF HOSTILE CRAFT
BY TELEPHONE TO THE
FIELD TELEPHONE EXCHANGE

C. E. TURNER



ACTION

"SEARCHLIGHTS AND GUNS."
THE ATTACK DEFEATED.

DIRECTION

SIGNALLERS AT THE
FIELD TELEPHONE-EXCHANGE

(MOTOR) DISPATCH-RIDERS

WITH THE
"TAKE COVER"
SIGNAL

THE CONTROL TABLE

PLOTING THE PROGRESS OF RAIDERS
AND TRANSMITTING INFORMATION TO THE
GUNS AND DEFENDING AIRCRAFT.

A BOMBER, CAUGHT BY SEARCHLIGHTS AND GUNS, FALLS IN FLAMES: THE CLIMAX OF THE THRILLING DISPLAY GIVEN BY THE FIRST ANTI-AIRCRAFT DIVISION (TERRITORIAL ARMY) IN THE ROYAL TOURNAMENT, SHOWING THE WORKING OF OUR ANTI-AIRCRAFT DEFENCE ORGANISATION.

The Royal Tournament, which opened at Olympia on Thursday, May 7, includes an episode of the greatest interest at the present time—"An Air Raid by Night." This illustrates the Air Defence of London and is carried out by London Units of the First Anti-Aircraft Division, Territorial Army. The units engaged are the 51st and 52nd Anti-Aircraft Brigades, R.A., T.A.; the 26th Anti-Aircraft Battalion, R.E. (L.E.E.), working the searchlights; the 1st Anti-Aircraft Divisional Signals, T.A.; and the London Army Field

Ordnance Workshop, T.A. The anti-aircraft display opens with the coastal observers' report of an approaching aerial attack. Sound-locators at Listening Posts and operators of the Visual Plotting Instrument report progress through the Field Telephone Exchanges to the Control Table, where the positions of the raiders are plotted. Information is telephoned to the defending searchlights and guns. This work is picked up by spotlights in the darkened arena. Dispatch-riders are seen to dash through to give the "Take Cover" signal.

Searchlights are then seen coming into position for getting the raiders' range. Bombs fall and distant machine-gun fire is heard as the raiders approach. The climax of the display is reached when the guns and searchlights come into action. The last of the enemy aircraft is picked up by converging searchlights, there is a burst of rapid fire by the two guns in the arena and the invader falls in flames, the demonstration thus ending triumphantly. As the whole of the episode is supposed to take place at night, special steps are taken

to darken the arena when it is given at an afternoon performance—that is, on every Saturday. Apart from this thrilling display, the Royal Tournament, as always, includes a number of other events that are eminently well worth seeing. Particularly to be noted is the Historical Episode entitled "Armada Days in Norfolk." It is carried out by the 2nd Battalion of the Royal Norfolk Regiment, shows the visit of the "Queen's General" to inspect the trained bands in 1588, and includes displays of Elizabethan pike-exercise.

HOME NEWS OF THE WEEK: SOME NOTABLE EVENTS AND OCCASIONS.



A BIG LONDON FIRE AS SEEN FROM THE AIR: THE BURNING OF THE SOUTHERN RAILWAY GOODS STATION AT BRICKLAYERS' ARMS, OLD KENT ROAD, BERMONDSEY.



THE ROYAL CYPHER AND CROWN.



THE ROYAL CYPHER REVERSED AND INTERLACED.



THE IMPERIAL CYPHER AND CROWN.

In metal, the surface of the Cypher is to be plain.

On May 4 a great fire occurred in the goods depot of the Southern Railway at Bricklayers' Arms, Bermondsey, where the sheds were among the largest in London and 1200 tons of traffic were handled daily. Despite the efforts of 200 firemen, with forty fire-engines and a number of water-towers, the flames destroyed thousands of rolls of corrugated packing paper, about thirty railway-trucks loaded with paper, a motor-truck, 100 refrigerators, and a large quantity of grain and fodder. At times the flames leapt 40 ft. above the sheds, and clouds of smoke hung over the district.

(LEFT)
APPROVED BY HIS MAJESTY THE KING: DESIGNS OF THE NEW ROYAL CYPHER AND IMPERIAL CYPHER.

The Royal Cypher is that which is used by all the Departments of State, as well as by public bodies, and so on. It is also the cypher which normally appears on regimental colours, standards, badges, guidons, arms, and appointments. The Imperial Cypher is that used for similar purposes in India. The Royal Cypher reversed and interlaced is a special design which is employed on the Colours of certain battalions of the Foot Guards, and it also appears, instead of the Royal Cypher, on the appointments of other regiments that are authorised to use it.



A BIG FIRE NEAR THE "QUEEN MARY" (SEEN IN THE BACKGROUND, UNDAUNED) AT SOUTHAMPTON DOCKS: PART OF A STORE SHED DESTROYED BY THE FLAMES.

Happily, the "Queen Mary" suffered no damage—though within "scorching distance" and enveloped in smoke—during a big fire that broke out in Southampton Docks in the early hours of Sunday, May 3. A general store belonging to the Royal Mail Line, containing thousands of pounds' worth of paint, oil, rope, soap, mats, tallow, and ships' stores, was completely destroyed, but there was no wind, and the firemen prevented the fire from spreading. As it reached the oil, there were loud explosions.



AT THE LARGEST PARADE OF TERRITORIAL ARMY GUNNERS HELD IN LONDON SINCE THE WAR: A DRUM-HEAD SERVICE ON THE HORSE GUARDS PARADE.

A drum-head service, in which the famous band of the Royal Artillery took part, was held on the Horse Guards Parade on Sunday, May 3. The service was conducted by the Rev. L. F. Hamel Smith and the Rev. W. A. Simmonds. Facing them is Lieut-General Sir Walter Kirke, Director-General of the Territorial Army (in cocked hat with white feathers), who took the salute at the march-past in Hyde Park. It was the biggest parade of Territorial Army gunners in London since the war. Many members of the Old Comrades Association were present.



A RELIC OF THE SURRENDERED GERMAN FLEET: THE "KÖNIG ALBERT," SALVED AT SCAPA FLOW, BEING TOWED UPSIDE DOWN TO ROSYTH—A VIEW FROM THE AIR.

The German warship "König Albert," a unit of the fleet surrendered at the end of the Great War, and afterwards scuttled by the German crews at Scapa Flow, was recently raised from the sea-bed there by Metal Industries, Ltd. She is here seen, floating keel upwards, being towed by three Dutch tugs to Rosyth, there to be broken up. The photograph was taken from the air near Stonehaven. We have from time to time illustrated others of the sunken German ships similarly salved.



THE RETIRING VICEROY OF INDIA COMES HOME: LORD AND LADY WILLINGDON, WITH THEIR SON, VISCOUNT RATENDONE, AND CAPTAIN HARRISON, AT TILBURY.

The Earl and Countess of Willingdon, returning from India on the conclusion of the Earl's term of office as Viceroy, landed at Tilbury, from the liner "Strathmore," on May 4, and came on by train to London. They were welcomed by their son and daughter-in-law, Viscount and Viscountess Ratendone, and afterwards, officially, by the Earl of Dunmore, V.C., representing the King. Captain R. Harrison was in command of the "Strathmore."

CAIRO—CENTRE OF A CONSTITUTIONAL CRISIS AFTER KING FUAD'S DEATH.



LOOKING NORTH-WEST OVER CAIRO FROM THE MOSQUE OF MOHAMED ALI PASHA: A VIEW SHOWING (LEFT) THE FAMOUS MOSQUE OF SULTAN HASAN AND (RIGHT; IN THE MIDDLE DISTANCE) THE MOSQUE EL REFAI, WHERE KING FUAD WAS BURIED ON APRIL 30.

This beautiful view over the Egyptian capital, taken from the clock tower of the mosque of Mohamed Ali Pasha, includes the Mosque El Refai, where Egypt's late King was buried on April 30. Photographs of the funeral are given on another page. King Fuad's death created for Egypt a constitutional crisis of an unparalleled kind. The law of succession lays down that in the event of the heir to the throne being a minor (as King Faruk is), a Regency Council of three shall govern during his minority. King Fuad left a sealed envelope containing the names of his three nominees to the Regency Council, but this could not legally be opened except in the presence of the two Chambers united. Under the Constitution of 1923, they must meet within ten days of the King's death and their approval must be obtained before the Regency Council can exercise the royal powers. The Constitution of 1923, however, was restored only last December, when King Fuad abolished the Constitution of 1930; and the State Legists came to the conclusion on April 30 that, since the Constitution

of 1923 would become operative only at the meeting of the new Parliament (which was not yet elected), no Constitution then existed. The political good sense of the Egyptian party leaders found a way out of the impasse. It was agreed that the new Senate should be elected on May 7 instead of on May 16, as had been previously arranged, so that Parliament could meet on May 8, ten days after King Fuad's death. The election of the Chamber, held on May 2, gave the Wafd (extreme Nationalist) Party a majority of over a hundred. It was generally believed, though not officially stated, that Sir Miles Lampson, the High Commissioner, informed various Egyptian leaders on May 2 that Great Britain did not wish to intervene in the question of the Regency, which concerned only the people of Egypt; but expressed the hope that its members would be disposed to conclude an Anglo-Egyptian Treaty and to further the best relations between Britain and Egypt. It was reported that the High Commissioner received the most satisfactory assurances on this subject.

PEOPLE IN THE PUBLIC EYE: EVENTS AND PERSONALITIES OF THE WEEK.



THE BODY OF FATHER DAMIEN, THE SOUTH SEAS LEPER MISSIONARY, BROUGHT BACK TO BELGIUM: KING LEOPOLD SALUTING THE BIER AT ANTWERP.

An assembly of a hundred thousand people, headed by King Leopold of the Belgians, gathered in Antwerp on May 3 to honour Father Damien, whose body was brought back to his native land in the Belgian training-ship "Mercator." Father Damien carried out his missionary work among the lepers on Molokai Island, Hawaiian Archipelago, from 1873 until his death in 1888.



FATHER DAMIEN'S BODY HONOURED IN HIS NATIVE LAND: THE FUNERAL CORTEGE ESCORTED THROUGH ANTWERP BY THE MILITARY AND THE RELIGIOUS.

His body was exhumed in January of this year. Every religious order was represented at the quayside at Antwerp on May 3. Cadets carried the coffin to a position in front of the royal dais, where the Belgian Premier, M. van Zeeland, delivered an oration. After the service at Antwerp Cathedral the body was taken to Louvain, there to be interred in St. Peter's.



MR. HAROLD COX.

Mr. Harold Cox, journalist and economist, died on May 1; aged seventy-six. An individualist and a Cobdenite Free-trader. M.P. (Liberal), Preston, 1906. Editor, "Edinburgh Review," 1912-29. His published works included "Land Nationalisation," "Economic Liberty," and "The Problem of Population."



SIR HERBERT AUSTIN.

Sir Herbert Austin, the great motorcar manufacturer, has given £250,000 to Cambridge University for scientific research at the Cavendish Laboratory. He has made many public gifts of late years. Recently he announced that he would defray the cost (amounting to £7000) of a radium bomb for Birmingham United Hospital, and he has also given large sums to Toc H.



DR. A. J. M. MELLY.

After the Emperor had fled, Dr. Melly, the medical officer in charge of the Red Cross Ambulance in Abyssinia, was wounded in the streets of Addis Ababa by an Abyssinian rioter, according to the statement made by Mr. Eden on May 4. He was shot through a lung. He died at the British Legation on May 5.



MR. CORNELIUS ENGERT.

The American Minister in Addis Ababa. Finding that the American Legation was in considerable danger during the disorder which followed the Emperor's flight, he wirelessed to the British Legation for assistance. His appeal had to be transmitted to Washington, thence to London to reach the British Legation. Later Washington ordered the abandonment of the U.S. Legation.



PROFESSOR A. E. HOUSMAN.

Professor Housman, the poet who wrote "A Shropshire Lad," died on April 30; aged seventy-seven. He was Professor of Latin at Cambridge and a very distinguished scholar. He was a higher division clerk in the Patent Office from 1882 to 1892, when he became Professor of Latin at University College, London.



PROFESSOR FREUD HONOURED ON HIS EIGHTIETH BIRTHDAY: THE STATUE OF HIM DESIGNED FOR VIENNA.

A correspondent notes of the statue of Professor Freud: "This statue has been designed by the Belgian sculptor O. Nemon, to be set up in Vienna to celebrate the Professor's eightieth birthday." This fell on May 6. An address was presented to Professor Freud by 200 of the leading writers of the world (including H. G. Wells and Stefan Zweig), as "the Master whose discoveries have opened the way to a new and profound understanding of mankind."



THE SECOND BALLOT IN THE FRENCH GENERAL ELECTION: COL. DE LA ROCQUE, LEADER OF THE CROIX DE FEU ORGANISATION, RECORDING HIS VOTE.

The second ballot in the French Election for the Chamber of Deputies, on May 3, resulted in a pronounced swing to the Left. The Popular Front of Radicals, Socialists, and Communists secured 381 seats (as against 354 in the last Chamber). The Communists held 82 seats. The Front Populaire has a nominal majority of 144 over the parties of the Right. In general, the parties of the extreme Left and Right gained at the expense of the Centre parties.

Ford V.8

Money cannot buy a sweeter-running,

more pleasantly-handled car, and its thrilling performance

does not involve extravagant fuel-consumption, because the

eight-cylinder engine is able to do practically everything on top

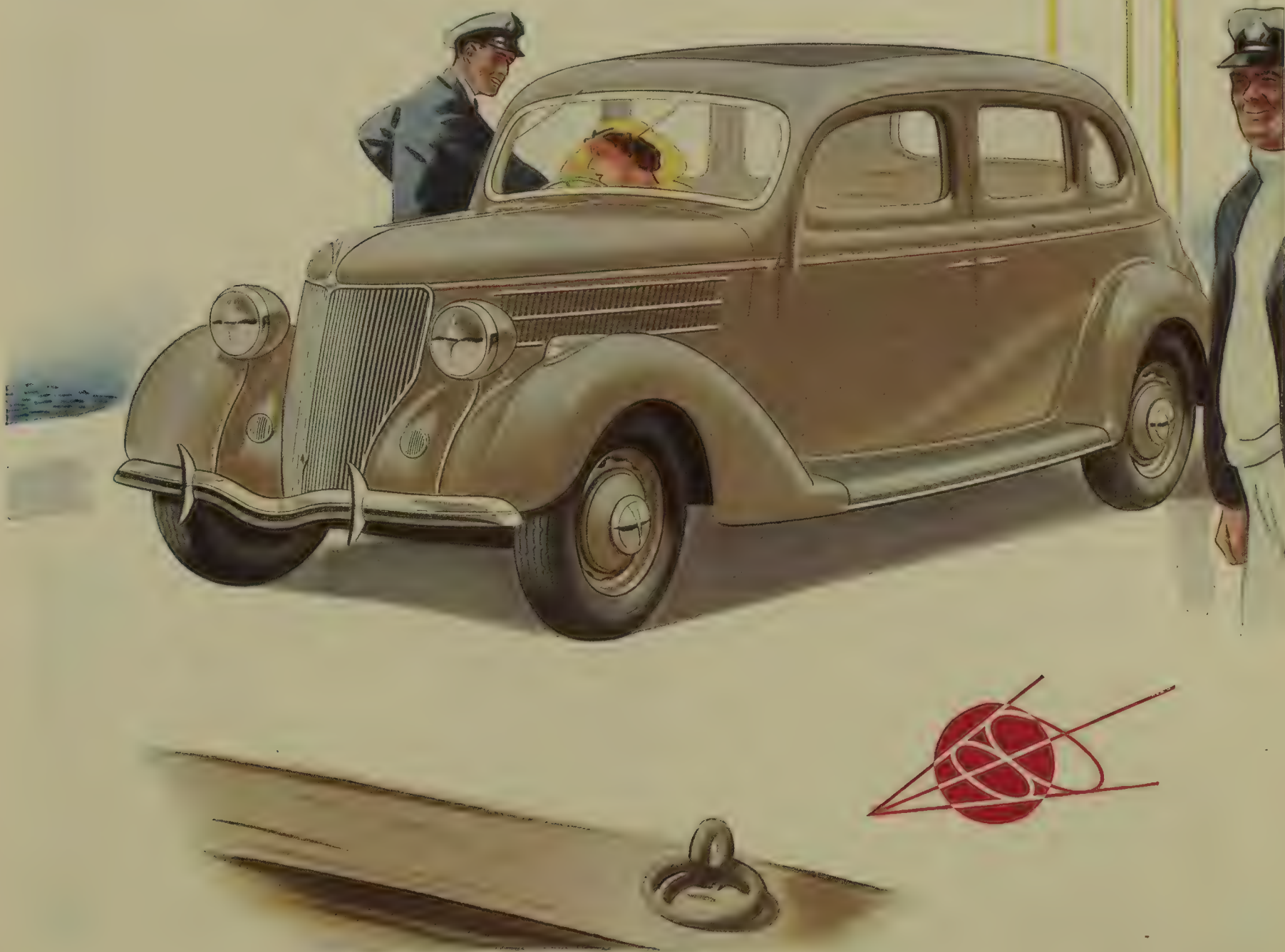
gear. See All Body-Types in the Local Ford Dealer's Showroom.

He Invites You to Try Any Ford V-8, Over a Route that You Select.

Ford V-8 Touring Saloon, Double-Entrance,
as illustrated, £22. 10s. Tax, **£250** £16. 10s. Tax, **£235**

Alternative body-types from £230 and £215, respectively.

All prices at Works.



For that extra touch of quality -

CRAVEN "A"

MADE SPECIALLY TO PREVENT SORE THROATS

10 for 6^d
20 for 1^s



THREATENED: PICTURESQUE OLD BUILDINGS NORWICH IS LIKELY TO LOSE.



OLD BUILDINGS THREATENED BY SLUM CLEARANCE AND MODERNISATION AT NORWICH: 15TH- AND 17TH-CENTURY HOUSES IN ST. SWITHIN'S ALLEY (LEFT); AND THE 15TH-CENTURY "BOAR'S HEAD," WHICH LIES IN THE WAY OF A PROPOSED ARTERIAL STREET.



THE OLD "BARKING DICKEY" AT NORWICH, ONLY JUST RESCUED FROM DEMOLITION: AN EXAMPLE OF THATCHING—PROHIBITED AS A ROOFING FOR NEW HOUSES IN NORWICH C. 1540.



A NORWICH WEAVERS' COLONY, 250 YEARS OLD, WHICH HAS BEEN CONDEMNED AS A SLUM; AND (BEYOND) TUDOR GABLED COTTAGES WHICH ARE ALSO THREATENED.



THE OLD "SHIP INN" DATING FROM THE FIFTEENTH CENTURY CONDEMNED TO DEMOLITION AS A "SLUM": THE FORMER TOWN HOUSE OF SIR JOHN FASTOLF, ONE OF HENRY V.'S CAPTAINS.



"BACON'S HOUSE," NORWICH: AN OLD BUILDING THREATENED BY STREET-WIDENING, THOUGH, FORTUNATELY, NOW SCHEDULED AS A NATIONAL MONUMENT.



A PICTURESQUE OLD CORNER OF NORWICH NOW BEING DEMOLISHED: TUDOR HOUSES IN THOROUGHFARE YARD, CONDEMNED AS A "SLUM."



IN DANGER OF DEMOLITION: "PETTUS HOUSE," ELM HILL, WHICH WAS ALREADY OLD WHEN A MAYOR OF NORWICH LIVED THERE UNDER ELIZABETH.

The Slum Clearance campaign, in itself a wholly admirable undertaking, has provided Norwich with a difficult problem. To quote a recent writer in "The Observer": "When the authorities first began making their survey in 1933 they found that many of the old houses and streets did not conform to modern ideas of healthy conditions, and that some of them could legitimately be numbered among the worst slums in the city. . . . It was . . . not only easier, but actually cheaper for the Corporation to pull the houses down. . . . By 1938 they will have demolished some 2000 houses, and 200 of these are described by a local authority as

ancient buildings." Some of these old houses are fine examples of English architecture, as our illustrations show. The thatched house in our first illustration (St. Swithin's Lane) was at one time a noted inn, "The Hampshire Hog." The fifteenth-century "Boar's Head" is one of the best-known old buildings in Norwich. It will have to be removed if one scheme for driving an arterial street through the city is carried out. Sir John Fastolf, who once had the old "Ship Inn" as his town house, is considered by some authorities to have been the original of Shakespeare's Falstaff. This question was discussed by Lord Raglan in our issue of April 11.

The World of the Theatre.

By IVOR BROWN.

SHAKESPEARE-ON-AVON.

THERE are those who raise the brow at the mention of Stratford-on-Avon, and superciliously inquire whether we enjoyed Ye Olde English Fare at Ye Desdemona Café. They imply that Stratford is, in their own vocabulary, "pretty bogus," and that it is given over to dreary trippers who drag their tired feet from one show-case of dubious Shakespearean relics to the next in a pathetic desire to acquire a smear of culture. It is suggested that Stratford-on-Avon is so busy "selling Shakespeare" that it has ceased to be a decent English town.

This kind of complaint is chiefly uttered by the people who never go there. As a matter of fact, Stratford remains a Midland market town where "what price a score of ewes?" is a question more often and more eagerly asked than "What price Mr. Buskin's Hamlet?" Its population babbles of green fields; Stratfordians are deeply interested in race-horses, cricket, football, the brewing and the consumption of excellent ale, as well as in letting lodgings to the visitors magnetised by Shakespeare's name. And why should they not let lodgings and serve tables to the Shakespeare pilgrims? If anyone would rail at them for missing a perfectly good chance to make money, it would be William Shakespeare himself. The documented facts of Shakespeare's life are rather few, but, as far as they go, they show that he was quite as much concerned with financial as with literary credit; he carefully counted

I go to Stratford as often as I can. Despite some affixtures of Ye Newe Oake to the façade of a few "Shoppes" (a feature visible, after all, in many other cities and villages) it is a genuine English town with a lovely mellowness of red brick in many of its byways. At present it has the May-time radiance of its fruit-blossom and riverside chestnuts; in October, when the Mop Fairs bring the sons of Autolycus in dozens to the town, the turning leaves incarnadine the lanes, the gardens, and the waterfront and scatter autumn's glory. Yes, genuine; for the

way, most attractive, and offer the best views up and down the river.

But the architecture and the accoutrements of a theatre exist, after all, to be the frames of a presented picture and to make a platform for the player. The Stratford Theatre has been accused in the past of parochialism. It was said to be content with a modest efficiency instead of seeking international repute. The determination of Mr. Bridges Adams, and now of Mr. Iden Payne, to bring in guest-producers of high standing has done much to refute that charge. It is not easy to recruit an absolutely first-class company. That is difficult enough in London, with the films continually drawing off the young people of especial promise. It is not every actor who wants to spend six months at Stratford, months which begin with the rigorous rehearsals necessary to put on the stage eight major productions in rapid succession. The season, running from mid-April to mid-September, lasts long enough to keep him or her out of the new autumn plays in London. The difficulties of the Avon-side producer are considerable.

None the less, Mr. Iden Payne has collected a far stronger team this year than he had last. Mr. Randle Ayrton is always a pillar of strength, whether he is playing himself or coaching others. His Lear and Shylock are both admirable studies, clear and powerful. Mr. James Dale has a great sense of attack, and is as gay a Benedick as he is a bitter Thersites or a grave and noble Brutus. To Mr. Donald Wolfitt nothing seems impossible or even difficult. He moves easily from Cassius to Gratiano, from Lear's rugged Kent to the delicate Orsino. Miss Barbara Couper has all the passionate pride of Goneril as well as the prattling *flair* of merry Beatrice. As for production, you can pay your money and take your choice. Will you have the empty stairway on which Mr. Komisarjevsky has imposingly massed the combatants and the storm-tossed fugitives of "King Lear," or the pillared, curtained stage in which Mr. Iden Payne so happily blends modern decoration with the Elizabethan notion of a "pent-house" on a platform? Visitors to Stratford this season have eight plays from which to choose, including such a rarity as "Troilus and



"PARNELL," AT THE GATE THEATRE: A GATHERING AT CAPTAIN O'SHEA'S HOUSE AT ELTHAM; INCLUDING (L. TO R.) THE O'GORMAN MAHON (E. J. KENNEDY), CAPTAIN O'SHEA (JAMES MASON), MRS. BENJAMIN WOOD (KATIE O'SHEA'S AUNT; MARGARET RAWLINGS), AND MRS. STEELE (KATIE O'SHEA'S SISTER; TOSKA BISSING).

"Parnell," the brilliant play based on the career of the famous Irish Home Rule leader, by Elsie T. Schaeffer, has been produced at the Gate Theatre. The Lord Chamberlain has prohibited its being played in public in view of the fact that descendants of some of the principal figures are still living. There seems to be considerable likelihood, however, that the ban will be removed. It had a great success in New York. The story of Parnell's downfall begins when an Irish M.P., Captain O'Shea, sends his wife, Katie O'Shea, to secure Parnell's influence on his behalf. Parnell and Katie fall in love, and the resulting scandal leads ultimately to Parnell's political ruin and his death. Gladstone is unable to intervene on Parnell's behalf. The importance of the Nonconformist vote prevents his showing any sympathy to him.

guardians of the various shrines are perfectly honest and make no false claims for their relics. It is worth remembering also, should the supercilious jeer at the massed American school-ma'ams who are scurrying from the Birth-place to the Church, that if it was not for American money we should have no theatre in Stratford. Whether or not you like the outer aspect of the New Memorial Theatre, the splendid resources of its stage and the abounding comfort

and elegance of its interior make it one of the finest play-homes in the country. Its building was ensured more by American than by English subscribers and guarantors.

It is, moreover, an equalitarian theatre. Of course, the prices are not all the same, but the seats are. If you go to the gallery you can sit soft (softer than in any other playhouse of my acquaintance), see well, and hear well. I am told that you can hear better on the top deck than anywhere else in the house. Naturally, there is a great demand for the cheap seats, and the Governors have used last year's profit to increase them by another 150, as well as to add kitchens for those who wish to dine and sup on the premises. The gallery refreshment-rooms are, by the



"PARNELL": THE DEATH OF PARNELL (WYNDHAM GOLDIE) AFTER HIS TRAGIC LOVE AFFAIR: THE GREAT IRISH LEADER WITH KATIE O'SHEA AND THE REMNANT OF HIS SUPPORTERS.



"PARNELL": KATIE O'SHEA FAILS TO PERSUADE GLADSTONE TO SAVE PARNELL: MARGARET RAWLINGS AND ARTHUR YOUNG.

the cash; he knew how many beans made five. If he could see his fellow-townsmen missing a chance to make money out of his memory, he would, I am sure, despise them as feeble creatures.

If it be a sin to "sell Shakespeare," then Shakespeare was the first in this vice. For he was never one to write for nothing; he sold himself most successfully to Lord Southampton, to the Lord Chamberlain's company, and to the public in general. He traded far more successfully in poetry and plays than his father ever did in wool. So by all means let Stratford trade in Shakespeare and neglect the sneers of the supercilious. If Stratford did not cherish the shrine and summon visitors to worship there, every nation in the world would point the finger of scorn at us and say that we neglected our heritage of genius. On the other hand, when Stratford does foster the Shakespeare cult, it is scolded for being commercial by the kind of intellectual who denounces capitalism from behind a cosy barricade of dividends.

Cressida." They can boat and bathe and enjoy the spectacle of swans on the willowy Avon; they can wander through a meadowed, mellow English town in its summer habit; they can go to the play of an evening, and after it or during the intervals they can take the cool air on the lovely riverside lawns. For those who love their Shakespeare the pleasure is enhanced; for those who do not—well, Shakespeare in such circumstance is surely rather easier to bear!

A GAUGUIN MASTERPIECE BOUGHT FOR THE U.S.A.: "D'OÙ VENONS-NOUS?..."

BY COURTESY OF THE BOSTON MUSEUM OF FINE ARTS.



"D'OÙ VENONS-NOUS? QUE SOMMES-NOUS? OÙ ALLONS-NOUS?" (WHENCE DO WE COME? WHAT ARE WE? WHERE ARE WE GOING?): THE MONUMENTAL PAINTING WHICH PAUL GAUGUIN CONSIDERED HIS MASTERPIECE—NOW BOUGHT BY THE BOSTON MUSEUM OF FINE ARTS AND TEMPORARILY EXHIBITED IN NEW YORK.

GAUGUIN'S last important picture, entitled, "D'où venons-nous? Que sommes-nous? Où allons-nous?" was purchased recently by the Boston Museum of Fine Arts and is at present on exhibition in the Marie Harriman Gallery, New York. The artist himself considered the painting his masterpiece. It measures more than 12 ft. by 4½ ft. It was painted in Tahiti in 1897, under the shadow of an attempted suicide, six years before Gauguin's death. Gauguin wrote of it afterwards to a friend: "Before I died I wished to paint a large canvas that I had in mind, and I worked day and night that whole month in an incredible fever. . . . I put in it all my energy, a passion so dolorous, amid circumstances so terrible, and so clear was my vision that the haste of the execution is lost and life surges up. . . . To the right at the lower end a sleeping child and three crouching women. Two figures dressed in purple confide their thoughts to one another. An enormous crouching figure, out of all proportion and intentionally so, raises its arm and stares in astonishment upon these two who dare to think of their destiny. A figure in the centre is picking fruit; two cats near a child; a goat; an idol, its arms mysteriously raised in a sort of rhythm, seems to indicate the Beyond. Then, lastly, an old woman nearing death appears to accept everything. . . . She completes the story. At her feet a strange white bird, holding a lizard in its claws, represents the futility of words. It is all on the bank of a river in the woods. In the background the ocean, then the mountains of a neighbouring island."



DETAIL OF THE GAUGUIN PAINTING; WITH ITS TITLE INSCRIBED BY THE ARTIST AT THE TOP: THE LEFT-HAND PART; INCLUDING "AN IDOL, ITS ARMS MYSTERIOUSLY RAISED IN A SORT OF RHYTHM, SEEMING TO INDICATE THE BEYOND."

THE LOUVRE, CÉZANNE'S "BOOK TO CONSULT": "MODELS" AND SKETCHES.

An important exhibition of the work of Cézanne is to open in Paris on May 15. Some of the pictures which will be seen are of most unusual interest; and their total value is estimated to amount to thirty million francs. Unquestionably, [Continued below.]



CÉZANNE STUDIES A LOUIS XIV. PERIOD BUST IN THE LOUVRE: THE SCULPTURE BY COYZEVOX (REPRESENTING "LOUIS II. DE BOURBON"); AND THE SKETCH CÉZANNE MADE WHEN USING IT AS A "MODEL."



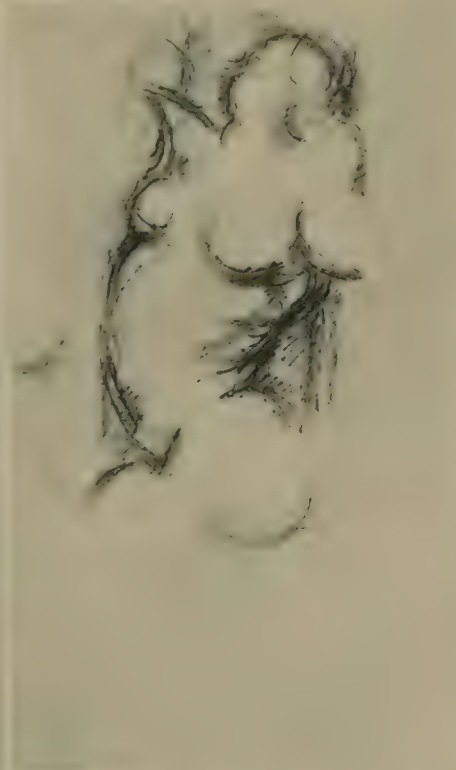
CÉZANNE'S STUDY OF A QUATTROCENTO FLORENTINE BUST: BENEDETTO DA MAIANO'S "FILIPPO STROZZI"; AND THE DRAWING OF IT MADE BY CÉZANNE, WHO FOUND THE LOUVRE "A GOOD BOOK TO CONSULT."



the famous pieces of sculpture in the Louvre, for he was continually intent on drawing from models. Indeed, there exist very few of his drawings and paintings of figures which were not first studied from the model. It [Continued below.]

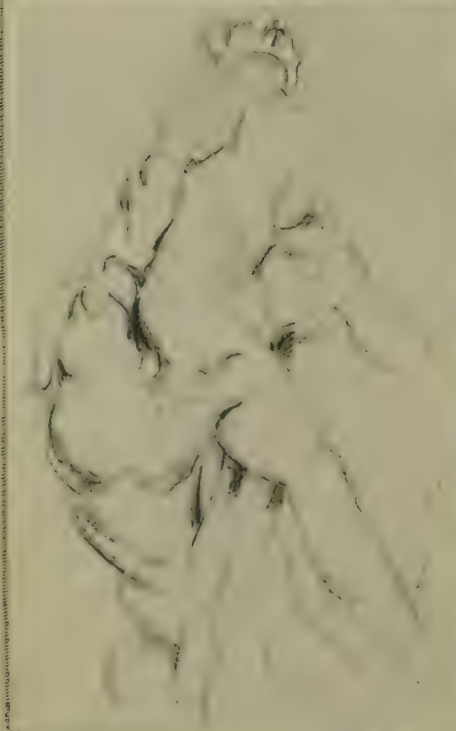
the exhibition will focus the attention of Europe and America upon the name of this great painter, once so reviled, and now revered, not to say deified. The Cézanne drawings reproduced on these pages are not only excellent examples of his work, but they throw an interesting light on his theories and on his attitude to the great masters of the past. Far from being an irreconcilable iconoclast, he was a most patient student of their achievements. We give here an article of great interest from a correspondent in Paris, describing the drawings and the work that Cézanne did in his sketch-books among the traditional masterpieces in the Louvre.

THESE drawings by Cézanne (which are here reproduced for the first time) serve as fine examples of the many that he executed from sculpture and paintings in the Louvre. Well over half of the number of drawings found in his sketch-book are of these studies. Cézanne copied many of [Continued above on right.]



is true that, in his youth, he resorted much to his imagination; but, as indeed was typical of him all his life-time, he was never really satisfied with the result. He found that it was extremely difficult to give true expression to visionary conceptions. For this reason he worked unceasingly from nature and the model. In fact, it was his ideal to paint his compositions of nudes in landscapes from models actually posing in the country. But at Aix this, of course, was never possible. Cézanne was derided enough as an eccentric and worthless painter, without wishing to entail scandal. At Aix, therefore, he devoted nearly all his time to painting landscapes and a few portraits. There was little of interest for him to draw from in the museum there, so whenever he came to Paris he spent the greater part of the day making studies at the Louvre. In his search after inherent form and his unremitting study of volume, these masterpieces [Continued at foot of opposite page.]

CÉZANNE STUDYING RUBENS, AN OLD MASTER BY WHOM HE WAS MUCH INFLUENCED: A DETAIL OF THE PICTURE "LE DÉBARQUEMENT DE MARIE DE MÉDICIS AU PORT DE MARSEILLE" (PAINTED 1622-1625) IN THE LOUVRE; AND THE DRAWING CÉZANNE MADE FROM IT.



CÉZANNE'S STUDY OF PIERRE PUGET'S STATUE OF "MILO OF CROTONA" (IN THE A. CHAPPUIS COLLECTION, PARIS); AND THE ORIGINAL IN THE LOUVRE.



CÉZANNE STUDIES ONE OF MICHELANGELO'S "SLAVES": A FAMOUS STATUE IN THE LOUVRE AND THE ARTIST'S DRAWING (A. CHAPPUIS COLLECTION).



CÉZANNE'S DEBT TO TRADITIONAL MASTERS: FAMOUS SCULPTURES SKETCHED.



THE LOUVRE STATUE OF MERCURY BY PIGALLE, THE GREAT EIGHTEENTH-CENTURY FRENCH SCULPTOR; AND CÉZANNE'S SKETCH FROM IT: AN INSTANCE IN WHICH THE MODERN MASTER PERMITTED HIMSELF A TOUCH OF FRIVOLITY AND ALTERED THE EXPRESSION OF THE ORIGINAL.

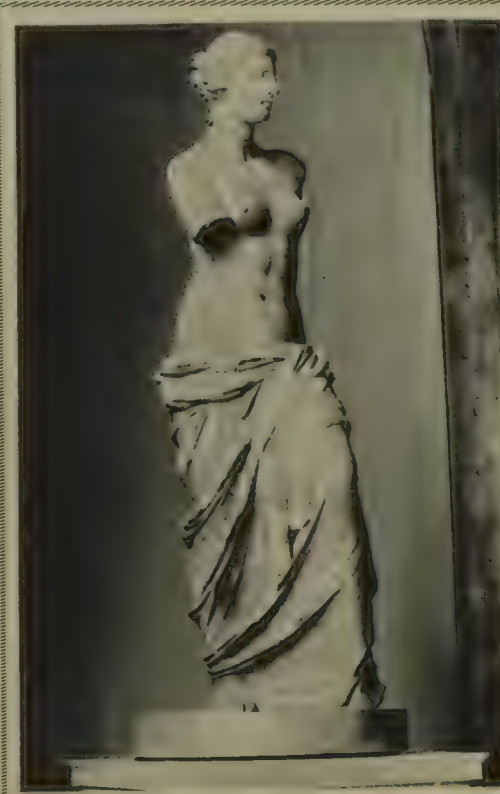


"DIANA WITH THE STAG," THE BEST-KNOWN WORK OF JEAN GOUJON, THE GREAT FRENCH SCULPTOR OF THE SIXTEENTH CENTURY: THE ORIGINAL IN THE LOUVRE; AND THE DRAWING OF IT MADE BY CÉZANNE.

Continued.]

of sculpture were a constant source of inspiration to Cézanne. Puget was one of the sculptors whose works he most admired, for they presented, in their remarkable study of movement, many interesting aspects for the draughtsman. The outstanding characteristic of the work of Cézanne is evident in these drawings, which at once prove his power of draughtsmanship. They portray only the essential qualities of the model; for Cézanne rightly relied on his sensation, not his vision. In his effort to convey that impression he would quickly note the primary element in these works of art. Thus he would deliberately simplify form in order to express its essential character. So truly did Cézanne portray the essential qualities of these masterpieces of sculpture that, as often as not, he attained in a few lines the full emotional significance that the sculptural work itself imparted. This, however, does not necessarily imply that he worked with great speed and ease. On the contrary, in one of his letters to Emile Bernard, Cézanne wrote: "I proceed very slowly, nature appearing very complex to me and the progress to be made being unending. One must see one's model clearly, and feel truly and express oneself with distinction and force. . . . The Louvre is a good book to consult, but it ought to be only a means to an end. Real study is a prodigious undertaking." Nevertheless, it is with apparent ease that he has, for example, most ably portrayed the emphatic movement in Michelangelo's "Slave." This drawing is, indeed, indicative of his mastery of modelling, his rare rhythm of line. And the full worth of the few pencil lines that translate the significance of the drapery in the Venus of Milo may be expressed in the dictum of Sir

[Continued above.]



CÉZANNE, THE MOST INFLUENTIAL OF MODERN MASTERS, STUDIES THE MOST FAMOUS SCULPTURE OF ANTIQUITY: THE DRAWING BY CÉZANNE OF THE VENUS OF MILO (IN THE A. CHAPPUIS COLLECTION); AND THE ORIGINAL STATUE IN THE LOUVRE.

Continued.]

Charles Holmes that "with Cézanne a mere crumpled table-cloth may take on the majesty of a mountain." As if to prove his mastery of the pencil, Cézanne would on occasions slightly alter the expression of some of these figures; sometimes with a touch of frivolity; without losing any of the fundamental worth of his drawing as a serious study. An example of this is his amusing treatment of the facial features of Pigalle's Mercury. It cannot be definitely said when these drawings were executed, for the simple reason that Cézanne seems to have worked at the Louvre almost always when he was in Paris. Much of his time was given over to a study of the paintings in this vast museum. While he professed a great admiration for the Venetian masters, and Veronese in particular, it was Rubens who influenced him the most, on account of the rich decorative element and plastic quality of his imposing compositions. Here again—as in drawings of details from "The birth of Louis XIII." and "The Landing of Marie de Médicis"—it can be seen how accomplished was his treatment of the essential points which, in drawing, convey the true value of mass and movement. It is astonishing to think that on the occasion of the Third Impressionist Exhibition in Paris, in 1877, Cézanne (who contributed sixteen works) and Monet were criticised in the "Chronique des Arts et des Curiosités" as "authors of works which incite to laughter and yet are lamentable, for they denote the most profound ignorance of draughtsmanship, composition, and colour"! It is only lamentable that an ignorant public should have taken so long to recognise the genius of Cézanne.

A PAGE FOR COLLECTORS.

A NATIONAL GALLERY REMOVAL: MINOR DUTCH MASTERS IN A NEW SETTING.

By FRANK DAVIS.

harmonious. . . . Sometimes we admire the freshness of nature, enlivened by the first beams of the rising sun; at others the brilliant glow of its meridian splendour; and we sometimes contemplate the rich

it appears to be echoed rather by the smith's shirt and the scarf of the standing figure, which is not the case. As is usual with all this school, one's interest in the details and accessories—for example, the tools, the stained glass over the threshold, etc.—makes one forget what a well-constructed picture this is.

Mieris has always a gem-like quality which is as attractive as it is cold: he delights in painting silks and satins and bathes them in a jewel-like, and consequently a hard, atmosphere. "The Young Astrologer" (Fig. 3) is hardly more than a miniature, and is consequently seen to great advantage in its new surroundings. Meticulous detail can hardly go further—or so one thinks till one remembers Van Eyck upstairs—and it says a great deal for Mieris that you have to recollect the power and force and insight of so great a man before you realise that he

(Mieris) only concerns himself with superficialities, and does not probe deeper into either natural form or light or human emotion.

These three small rooms, with their contents so attractively displayed, should do much to make people feel at home in the already friendly atmosphere of the gallery. One more thing is still required—to give Tom, Dick, and Harry yet further opportunities to see some of the finest works of art in the world at a time when they are at leisure. It is a great advance to keep open till eight p.m. on certain



THE Octagon Room, with a fine top light, at the end of the big Venetian Salon in the National Gallery, used to be hung with dozens of the minor Dutch seventeenth-century masters, small cabinet pictures painted for the intimacy of a private sitting-room and considerably dwarfed by their grandiose environment. These have now been moved downstairs to three side-lit rooms once devoted to store purposes, and they can now be studied in more or less the conditions for which they were painted. This is one of those small improvements in the display of the National Collection for which we have to thank an enlightened direction and a benevolent Office of Works; indeed, we are rapidly approaching the time when it will be no longer possible for the profane to speak of a museum as a mausoleum. Even the British Museum, handicapped by most difficult architectural conditions, is now vouchsafed the blessings of emancipation, and is wrestling powerfully and triumphantly with the powers of darkness and boredom, as witness the redecoration and rearrangement of the Greek sculpture rooms and of the awkward Egyptian gallery.

As always when familiar pictures are rehung in unfamiliar places, one sees them with fresh eyes, and no doubt everyone who takes the trouble to visit these much-loved and unpretentious little masters in their new surroundings will notice a dozen minor



1. A ROMANTIC LANDSCAPE BY JAN BOTH (1610-1652): ONE OF THE PAINTINGS BY MINOR DUTCH MASTERS WHICH HAVE BEEN MOVED INTO NEW QUARTERS IN THE NATIONAL GALLERY, WHERE THE LIGHTING AND SETTING REPRODUCE MORE CLOSELY THE ENVIRONMENT FOR WHICH SUCH PICTURES WERE PAINTED.

Reproductions by Courtesy of the National Gallery. Copyright Reserved.

tintings of evening in an Italian sky. The works of these excellent artists had reached a distinction even in Italy, that secured to them both fortune and fame, when a melancholy accident cut asunder the tender tie by which they were united and deprived the world of the combination of their powers." To be brief, the brothers, one evening in 1644, were coming home from an entertainment in Venice when Andries tumbled into a canal and was drowned. Jan returned to Holland and died in 1652.

Oddly enough, these honeyed phrases of Bryan, which seem so delicately amusing to-day, do represent rather well the peculiar attraction of a Both landscape, whose prevailing tone and temper is that of honey.

It is not suggested that Both is a great painter; these Italianising seventeenth-century Dutchmen can no more stand on their own legs than can any of our little Cézanne imitators to-day (indeed, the parallel is almost exact); but he is a most agreeable and pleasant fellow, who deserves a far greater measure of appreciation.

I suppose that, given ordinary luck, one might be able to buy such a Both as this in a London auction-room for £20 or thereabouts. "The Forge," by Gabriel Metsu, would surely cost £2000. I am not comparing the two, because Metsu is a far more original and competent artist, but the discrepancy in values is distinctly curious. Metsu's delicious little interiors—young women with piquant, plain faces reading letters, etc.—are familiar to everyone; this "Forge," with its dark tones and meticulous detail, stands rather by itself.

A photograph somewhat falsifies the colouring, for in the original the horseshoe is a dull red, and this warm colour is repeated in the smith's cap and in the coat of the horseman. In the reproduction



2. "THE FORGE," BY GABRIEL METSU (1630-1667): A DELIGHTFUL EXAMPLE OF DUTCH SEVENTEENTH-CENTURY GENRE PAINTING, AND ONE OF THE PICTURES BY LESSER MASTERS MOVED FROM THE OCTAGON ROOM AT THE NATIONAL GALLERY TO A NEW, AND MORE APPROPRIATE, SETTING.

excellences he passed over previously. I venture to draw your attention to an almost forgotten painter whose fame was once considerable, and whose ability seems to me ridiculously underestimated nowadays. Looking up his date in Bryan's dictionary, I found there so exquisite a purple patch, a series of sentences flowing on in so mellifluous a manner, that it is impossible to resist reproducing them. (Bryan doesn't say where he found them, but they are so different from his usual sober style that they presumably came from an outside source—unless they are an interpolation by a later editor who was moved to unusual heights of eloquence.) Jan Both was born at Antwerp about the year 1610 and was a pupil of Abraham Bloemart (whose pictures are sometimes confounded with those of the young Vermeer), and with his brother Andries went to Italy via France. There the two young men absorbed Italian scenery and determined to emulate Claude. Jan painted the landscapes, and his brother added the figures.

Now for Bryan: "The sympathy of their affection had blended itself with the exertion of their talents; and in their works everything was warm, tender and



3. "THE YOUNG ASTROLOGER," BY F. VAN MIERIS (1635-1681): A CHARMING STUDY BY A PAINTER WHO WAS FAMOUS FOR HIS TREATMENT OF SILKS AND RICH FABRICS—ALSO PLACED IN THE NEW SETTING.

days during the week—but people have still more time on their hands between 7 and 10 p.m. on Sunday evenings. I believe the experiment would be worth making.

Johnnie Walker looks into the future

"If good whisky could be had by just *making* it," said Johnnie Walker, "and bottling it straight away, there would be no need to look into the future of whisky at all. But it is *after* the new whisky has been distilled that the most important chapter in its life begins.

"Lying in the cask for years in the darkness of the bonded store, the whisky is steadily improved and matured by the mysterious process of time; and it is due to the care and forethought of Johnnie Walker in laying down fine whiskies year by year that there are to-day ample stocks of fully matured whiskies ready for blending as Johnnie Walker. Knowing this, and appreciating also the skill of the blenders, you will understand why this famous Scotch whisky is older and better to-day than ever, why you should say not just 'whisky,' but 'Johnnie Walker, please.'"

JOHNNIE WALKER

Born 1820 — still going strong



FINANCE AND INVESTMENT.

By HARTLEY WITHERS.

SECURITY AND INCOME.

THESE are troublous days for investors.

That old story about the rich man who was appealed to by a beggar who said he did not know how to get a night's lodging and replied: "My good man, you don't know what it is to lie awake at night wondering where to get five per cent. on your money," has a hollow ring about it in these times, with Consols yielding less than 3 per cent. to the buyer and the 178 industrial ordinary shares included in the Actuaries' Index Number showing an average rate of 3.64 per cent. Such things, however, have happened before and in the memory of some of us. In that dismal period in the 'nineties of last century, when commodity prices were low, trade was stagnant and money was unprecedently cheap—sometimes even cheaper than it is now—Consols, which were then thought to be the only respectable form of investment by a large number of Victorian investors and their advisers, went up to 114. It is true that they were then still a 2½ per cent. stock, but by the Goschen conversion, scheme of 1888 they had been condemned to decline in 1903 to the 2½ per cent. basis, on which they have stood ever since. It is also true that in those times much higher rates could be obtained by those who were venturesome enough to look for security in ordinary shares and stocks; but even then those "equities" that were believed to have exceptionally well-founded earning power behind them were dragged up by the dearth of gilt-edged stocks to a height that made the return on them look pitiful to buyers. It is an interesting example of the fallibility of human forecasts to find that among these specially favoured equities the most prominent were the ordinary stocks of the British leading railway companies, beloved by the speculative investors of those days, because, as they expressed it, the railways "could not run away." No one then foresaw that the internal-combustion engine was going to bring back and enormously expand road transport; and when that happened, the earning power of the railways—in this and in other countries—ran away with painful celerity.

EARNING POWER AS FOUNDATION.

For when one comes to analyse the reasons which make any security desirable as an investment, one comes back finally to this question of earning power or revenue. Whatever be the Government or company that promises to pay, or indicates the hope of being able to pay, interest or dividends to those who buy the securities that it offers on the market, what we really want to know about it is: How does it get the money necessary for paying interest or dividends, and how far can we be certain that the income on which it relies will continue to be forthcoming? In all classes of securities there are special difficulties which make these questions hard to answer. The case of the railways, just cited, gives us a good example. To all appearance, the revenue that they collected from the goods and passengers that they carried could do nothing but increase. They had, it seemed, a cast-iron monopoly (subject to a certain amount of competition among themselves, where competing lines happened to have been established) of internal transport in one of the richest countries in the world, with a growing population and industry. They had bought up and smothered the canal companies, which might have been tiresome rivals for traffic that was not in a hurry, just as they are now, in some places, trying to get control of competing motor-bus services—a

development on which the travelling public may be well advised to keep a wary eye. Everything seemed to be in favour of the continued prosperity of the railways and the growth of the dividends that they would be able to pay to shareholders; though even then, of course, they were bombarded by complaints on one side from their workers, whose rate of pay left much to be desired, and by traders who argued that the rates charged for carriage of merchandise were excessive. The treatment of traders by the railways—and of passengers too, for that matter—in the days when they had the field to themselves, was one of the reasons why, when road transport was revived, it was welcomed and encouraged, with the result that the earning power of our railway

under the shears of the tax-gatherer, subject to his demands, how could it ever be possible that any British Chancellor of the Exchequer should be unable to find the money that he needs for the service of the National Debt? The question looks absurd; but it was, no doubt, equally absurd to the mind of any pre-war German to suppose that the debts of the German Empire or of the Prussian Government would ever be in danger of returning nothing to their holders. And in one sense the belief of the German in his national debt was justified, though in a totally unsatisfying manner. The interest went on being paid; but, owing to the action of the Government in depreciating the money of the country until it ceased to have any value, holders were in much the same position as they would have been in if outright repudiation had happened.

LIMITS ON TAXATION.

That sort of left-handed repudiation, such as happened in Germany and other Continental countries at the time of after-war inflation of currencies, can, we all hope, never happen in this country. Nevertheless, there are so many people nowadays who seem to think that all economic evils can be cured by printing money and giving it away that the danger of currency depreciation, on some more modest scale, is a matter that has to be taken into consideration by anyone who contemplates buying Government securities—or, indeed, any securities with a fixed rate of interest; and this danger is one of the reasons that have quickened the preference for equity investments, which are likely, if currency depreciation happens, to compensate their holders, by higher dividends, for the consequent rise in the cost of living. But, apart from this new doubt about public debts that after-war experience has created, there are obvious limits not only on the power of Governments to extract money out of taxpayers' pockets, but also on the extent to which they can recognise the claims of debt-holders as compared with other objects to which Governmental expenditure is devoted. The best-intentioned taxpayers cannot pay more to the Exchequer than will leave them enough to live on, and long before that limit is reached the pressure of taxation on the confidence and spirit of the organisers of business would reduce enterprise to a point at which the yield of taxation would be seriously diminished. And if the Government were one of which the tax-paying classes did not approve, passive resistance on their part might easily make the collection of revenue extremely difficult and expensive: if we all decided to refrain from consuming, or reduce consumption of, taxable commodities, and to

put every possible difficulty in the way of the collectors of direct taxes such as income-tax, the Government would have to spend a large part of its revenue on the expenses of assessing and collecting it. Such revolts on the part of taxpayers are not unknown in history. When the Roman Empire was crumbling, members of a class known as "curials" were so highly taxed that they had to be forcibly prevented from selling themselves into slavery to avoid the rapacity of tax-gatherers, fleeing them to meet the enormous expenses devoured by the Imperial Court, the army, and "the great number of clerks made necessary by the bureaucratic form of government." And these expenses of administration and defence have to be met if government is to be carried on. Debt-holders who imagine that they have a first charge on the revenues of Governments are likely, if times of real difficulty came, to be disillusioned.

To Our Readers and Photographers at Home and Abroad.

THE ILLUSTRATED LONDON NEWS" has always been famed for its treatment of the various branches of Science. Its archæological articles and illustrations are known throughout the world, and its pages dealing with Natural History and Ethnology are of equal value. These and other subjects are dealt with in our pages in a more extensive way than in any other illustrated weekly journal. We take this opportunity, therefore, of urging our readers to forward to us photographs of interest in these branches of Science.

Few people visiting the less-known parts of the world fail to equip themselves with cameras, and we wish to inform explorers and others who travel that we are glad to consider photographs which show curious customs of various nationalities, civilised and uncivilised, their sports, habits, and costumes; in fact, anything of a little-known or unusual character.

We are very pleased to receive also photographs dealing with Natural History in all its branches, especially those which are of a novel description. Our pages deal thoroughly with unfamiliar habits of birds, animals, fishes, and insects.

To Archæologists we make a special appeal to send us the results of recent discoveries.

In addition, we are glad to consider photographs or rough sketches illustrating important events throughout the world; but such contributions should be forwarded by the quickest possible route, immediately after the events.

We welcome contributions and pay well for all material accepted for publication.

When illustrations are submitted, each subject sent should be accompanied by a suitable description.

Contributions should be addressed to: The Editor, *The Illustrated London News*, 32-34, St. Bride Street, London, E.C.4.

system went to pieces and is only now being repaired with great difficulty.

THE REVENUE OF GOVERNMENTS.

Such are the pitfalls that beset the feet of those who try to anticipate the future earning power of any kind of industrial or commercial enterprise. In the case of the revenue of Governments and public bodies, which is derived from the taxes and rates paid by the inhabitants of a certain area, the difficulty is different, but in some ways even more baffling. We all have reason to know that the interest promised to holders of the British Government's debts is produced by the efforts of the tax-gatherers, backed by our ability and willingness to pay the sums that they demand from us. Such a security looks absolutely unimpeachable. With one of the richest peoples in the world, and by far the most patient and obedient



Coming events . . . never did they cast more welcome a shadow on the Club-house wall. On the verandah—shelter from the glare of the sun . . . in the glass—the cool refreshment of Whitbread's superb Pale Ale.



BREWED AND BOTTLED ONLY BY WHITBREAD & CO., LTD., LONDON

THE CHRONICLE OF THE CAR.

A QUESTION I often hear debated is whether it is better for the one to whom capital outlay is a serious consideration to buy a new car out of hand or to go in for one that has had a certain amount of use in the hands of another owner. Not so very long ago I should have said that the new car would be the better investment, for reasons that need not be entered upon now. But conditions in the motor trade have changed very materially during the past few years. The black sheep have been marked down and as nearly as possible eliminated, and reputable



TYPICAL OF THE "ROAD-SURFACES" WHICH CAPTAIN HURLEY COVERED IN HIS VAUXHALL IN CENTRAL AUSTRALIA, WITHOUT BEING COMPELLED TO MAKE THE SLIGHTEST MECHANICAL ADJUSTMENT: SHIFTING A BOULDER FROM THE TRACK AT THE ENTRANCE TO PALM VALLEY.



A REMARKABLE FEAT BY A VAUXHALL IN CENTRAL AUSTRALIA: CAPTAIN FRANK HURLEY, THE WELL-KNOWN AUSTRALIAN EXPLORER, WITH THE "BX" SEDAN IN WHICH HE SUCCESSFULLY NEGOTIATED THOUSANDS OF MILES OF EXTRAORDINARILY DIFFICULT MOTOKING COUNTRY; WITH INTERESTED ABORIGINES.

Captain Frank Hurley, the well-known Australian explorer, was commissioned by the South Australian Government to make a film of the various activities and scenic attractions of South and Central Australia, in connection with the coming South Australian centenary celebrations. He travelled in a Vauxhall "BX" Sedan; and this car has successfully covered more than half of the ten thousand miles Captain Hurley has planned to travel in the Australian hinterland, without the slightest mechanical attention or adjustment. Our photographs allow an idea to be formed of the conditions encountered. The car was fitted with G.M.H. car radio, which aroused great interest wherever it went, and astonished the aborigines.

dealers all over the country are giving as much attention to the needs of the man who, for one reason or another, feels that the second-hand car will fill all his legitimate requirements as to the buyer of a new car. The cultivation of this market is, in fact, one of the most outstanding recent

developments of the trade. By dealing with a firm of established repute, the purchase of a "used" car no longer has any of the elements of a gamble. This is, naturally, of the first importance to the purchaser, more especially if he is a novice making his first essay in car ownership.

Where the market differs to-day from the conditions ruling a few years ago is in the fact that it is possible now to buy a good second-hand car, at a reasonable price, with a guarantee which in some cases extends for as long a period as the original warranty given by the makers when the car was new. It will have been

[Continued overleaf.]



MODERN INDUSTRY MAKES CONTACT WITH PRIMITIVE MAN: ARUNTA ABORIGINES OF CENTRAL AUSTRALIA DISCOVER THAT THE WYVERN CREST ON CAPTAIN HURLEY'S VAUXHALL RADIATOR IS IDENTICAL WITH AN ANCIENT TOTEM OF THEIR TRIBE!—[Photographs by Captain Frank Hurley.]

MAPPIN & WEBB Ltd.

IT MEANS a great deal in purchasing Jewellery at Mappin & Webb's—to have the assurance that you are dealing with a Firm whose 'present-day standing' is the outcome of over 100 years trading

3 LONDON SHOWROOMS: 172 Regent St., W.1 156-162 Oxford St., W.1 2 Queen Victoria St., E.C.4



Diamond Brooch forming two Separate Clips



Fine Diamond and Platinum Bracelet



A visit to the Showrooms is recommended or you may have an illustrated Catalogue upon request.

Your call...



VAT
69

that's fine!

It's a convention now to
call — "VAT 69!" . . .

The Luxury Blend of
Liqueur SCOTCH WHISKY

*Quality
Tells*

Distilled and Bottled in Scotland by Wm. Sanderson & Son, LEITH.



(Continued.)

thoroughly overhauled and reconditioned before being offered for sale and may often be even superior to the new vehicle. It has been thoroughly run in; any inherent weaknesses or minor defects will have made themselves known and been remedied either during previous ownership or by the firm which now offers it for sale. Obviously, the latter could not possibly afford, either financially or for the sake of their reputation, to guarantee a car that is not in 100 per cent. good condition. All this being so, there is no reason why the would-be purchaser should not approach the second-hand car proposition with the fullest of confidence. Always provided, of course, that he takes ordinary care in selecting the firm with which to do business.

On this subject of used cars, I wonder how many "corks" change hands in defiance of the law which lays down that it is an offence to sell a car which is likely to be a danger when used on the roads? Particularly in the outer suburbs of London, one often sees cars displayed for sale at prices as low as £5. Now, I know as a matter of fact that it is possible to get a car at about that price which will give good service for quite a long time, and which is in reasonably fit condition to be used on the public highways.

To quote a case in point, I assisted a little while ago in the purchase of two cars of a well-known make which a friend thought would do for running about a fairly large estate, and that when they both started to break up, the one would furnish spare parts for the other. We paid £12 for the two, and the dealer who sold them obligingly delivered them under his own trade plates—they were not worth licensing in view of the purposes for which they were bought. Well, we got them home and proceeded to look them over. Both were in quite good condition and with very little done to them; they were, and are now, quite useful cars. In fact, one at least only needs a new coat of paint to look quite a respectable and serviceable vehicle. Engine and transmission are in good condition; steering connections have no undue play; all wheel bearings are quite good—in fact, there is nothing to complain about in any of the mechanical details. With a new battery and a set of tyres the car would be quite good. Of course, it is an old model—six years old at least—and had been sold at breaking-up price.

But not all the ancient cars that can be bought at knock-down prices are like these, and the question is whether there is need for a tighter application

of the law relating to the sale of cars of ancient vintage. It simply bristles with difficulties. It is scarcely possible to set an age-limit on cars. I know of a 1914 Rover which is in use to-day and which is every bit as good as it was when it left the works as a new car. It happens to have an intimate sentimental value to its owner, and has been kept scrupulously up to its pristine condition, mechanically and in every other way. You cannot rule such a car off the road on account of mere age. Then I know of quite a dozen cars in daily use which have passed their tenth birthday and are as good as ever they were. On the other hand, many cars are absolute wrecks at the end of three years of use in the hands of careless and unsympathetic users.

I rather incline to the opinion that when a car has passed a certain age-limit it should have to carry a certificate of road-worthiness issued by a reputable firm working under arrangement with the Ministry of Transport. I know there are objections to be urged against such a system, but the safety of the road-using public comes first. The vast increase of traffic certainly seems to call for some measure of control in this direction.

Everyone concerned with the education of boys—whether as parent, teacher, or in other capacities—will find indispensable the 1936 edition of "The Public and Preparatory Schools Year Book." Edited by C. H. Deane and A. P. W. Deane, both of Trinity College, Cambridge, and L. W. Taylor, Secretary to the Headmasters' Conference (H. F. W. Deane and Sons (The Year Book Press Ltd.; 10s. 6d. net). This is the forty-seventh annual issue of the volume, which is unique as containing under one cover full official information about those public schools represented on the Headmasters' Conference and some 500 schools belonging to the Association of Preparatory Schools. The information given is obtained from the original sources, and is revised and brought up to date every year. One very useful section deals mainly with after-school careers, giving details regarding the Navy, Army, Civil Service, Colonial Services, various professions, and entrance to the Universities. There are also particulars of entrance scholarships to public schools, and among other interesting features may be mentioned a Public Schools Bibliography and a list of public school periodicals and old boys' clubs.

THE PATH OF DUTY.—(Continued from page 802.)

in General Routine Orders at the time. One charge Mr. Duff Cooper does not attempt to repudiate—namely, that Haig encouraged those "optimistic" Intelligence estimates of which such severe complaint has been made. Nor does he deny that Haig might have broken off the battle earlier, after the ground had become impossible for any effective operations; but he justly points out the extreme difficulty of deciding upon the right moment to discontinue any offensive.

It is difficult to imagine a more unhappy situation than that of a commander, with a vast responsibility, who is constantly reminded that he does not possess the confidence of the Government which he serves. This was Haig's position for more than two years of desperate war, and eternal credit is due to him for the fact that he never allowed an atom of personal resentment to deflect him from the task in hand. The full story of the "Calais Conference," and the intrigues which surrounded the ill-omened Nivelle, is told in this volume; and the reader, we think, will be left marvelling that those who were responsible for such a fiasco can now lift up their voices against the deeply wronged victim of it. What commander in our military history ever suffered such an indignity as the so-called "French-Wilson Report"—a report to the Government on the Commander-in-Chief's plan of campaign by the very officer whom he had superseded in the field, in collaboration with a soldier-politician who was consistent in nothing except his wrongness of judgment on every major issue of the war? Everything was done, by open rebuff and by pinprick, to force a resignation which, as the world has been told without concealment, was eagerly desired in quarters where encouragement and support might have been expected. But Haig was too big a man to abandon duty even upon such provocation; his simple view was that he must go on serving his country until his country had no further need of his services. He, and his nation, were indebted to that homely creed for an achievement which will shine before men's eyes long after the more tortuous policies of some of his detractors have passed into darkness. To many who served under Haig, and who read this book, it will be a deep satisfaction that justice is done to him in certain plain matters of fact which have been surrounded by misconception—in particular, the fact that the final victorious battles were of Haig's devising (though he received small thanks for them), and not of Foch's. "Haig," says Mr. Duff Cooper, "was as good a general as it is possible for a man without genius ever to become." True enough—Haig had not that mystic quality which is vaguely called "genius": but it is a remarkable circumstance that in the greatest war in history, no belligerent nation produced a single commander to whom that quality could be confidently ascribed. May it not be that in the conditions of modern warfare, it is not "genius" which wins, but those more solid, if less dazzling, qualities which were possessed in an eminent degree both by Haig and by his principal adversary in the field?

C. K. A.



MORRIS

(SERIES III)

BIG SIXES

SIXTEEN and EIGHTEEN H.P. COUPE £335
(Tax £12) (Tax £13.10)

TWENTY-ONE and TWENTY-FIVE H.P. COUPE £350
(Tax £15.15) (Tax £18.15)

OTHER MODELS FROM £250
ex-works

IF YOU DON'T BUY MORRIS
AT LEAST BUY A CAR MADE
IN THE UNITED KINGDOM

This England . . .



BENEATH the rush and scurry of life today, this England guards a leisured pulse. It comes of an instinctive knowledge that the good, enduring things of life cannot be hurried in their making. You find this measured beat in the life of the farm, controlled by the slow march of the seasons; in the thatcher's reed that must be "so" in order that his roofs shall last their customary pair of centuries. You find it in the brewing of Worthington—a tradition of that same countryside; a slow, unhurried progress to a grand fulfilment. Out of the soil that bred the race comes your Worthington — honest mellow, comforting.

NOTES FOR THE NOVEL READER: FICTION OF THE MONTH.

NOVELISTS have been prodigal of material in the last decade; to satisfy the public demand, so it is said. It remains to be seen how this month's selection will be received. With the exception of Vicki Baum's "Career," which is on the generous scale, the new novels show a tendency, welcome to the reviewer, towards compression.

"Career" is the story of Doris Hart, a young German girl who migrated to New York and struggled there against desperate odds. She posed as a model for Basil Nemiroff, a young sculptor, fantastically modern, impulsive, and neurotic. As in "Falling Star," Miss Baum applies herself to exposing the wantonness with which human beings are compelled to waste their spiritual heritage in the desert of American civilisation. Doris loved Basil, with a love that embraced a maternal compassion for his weakness. She determined she would become—as she did—a great opera singer because her success was demanded for his sake. For a penniless girl to climb out of the artistic underworld of New York and become a famous opera singer meant, in the early stages, selling herself to the men who held her advancement in their hands. Basil discovered her in the arms of one of these predatory creatures, and he shot them both, the man being slightly injured and Doris brought to death's door. She did not die then: she had too much to live for. Her lover was condemned to a long term of imprisonment, and in the years that followed she arrived at the fame that helped her eventually to secure his release. When he was set free she took him, the shattered remnant of a man, to Tahiti, the island of her day-dreams, where peace and happiness should accrue to them. But the bullet in her lung had not left her long to live. For a few short weeks it seemed as if they were to be happy. In an instant of wonder she believed the miracle had happened; and it was in that instant that she died. It is a piteous, brave story.

The partnership of Charles Nordhoff and James Norman Hall produced the "Bounty" trilogy, and gave the mutiny film to the public. Good as their previous work has been, the authors have done nothing better than "Hurricane." To read it after "Career" is to experience at first a sensation of relief. The islanders of Tuamotu were out of reach of the world that had maltreated Doris and Basil. There is no other group of islands, we are

Kersaint, who tells the story, found an elemental fineness in the people, and in relating the catastrophe that overwhelmed them, and the history of Terangi, a native sailor, he placed his evidence on record. Terangi had killed a man, not intending to kill him. The law, enforced by a rigid Governor, had penned him up in prison. He escaped, because no bars could confine a wild thing of his unquenchable vigour. He became a hunted fugitive. Then came the hurricane. For the description of it you must go to the authors: no quotation can convey the effect they produce of horror of sea and wind and human beings hurled, with trees and the coral of the reefs, to destruction. At the height of the storm Terangi reappeared, and it was to his strength and resolution that his family, and with them the Governor's wife, owed their lives. Over against the violence of Nature there is the resilience of human goodness, and it is this that lies at the heart of "Hurricane." It is displayed in Terangi's heroic simplicity, in the gentle piety of the old priest and the devotion of Kersaint, and in the rectitude of the Governor, so finely metamorphosed when he broke the iron rule of his life and permitted Terangi, a convicted criminal, to escape from justice.

If Tuamotu is a long way from New York, it is farther still from the Riviera, where Rebecca West observes a parasitical society. It is idle to speculate why she has chosen to provide an exquisite, crystalline cold storage for the characters in "The Thinking Reed." With the exception of Marc, who is an amiable nonentity, and the rich and lovely Isabelle, who glows with life even when she is bored (and she is frequently bored), they are faint with corruption. We see and hear them through the eyes and ears of Isabelle. Her intelligence was quick and shrewd; its shallowness was perhaps inevitable. Still, worthless as her associates were, if

they had to be pondered upon, it could not have been done more profitably than as a demonstration of Miss West's ironical talent. Isabelle loved Marc; that is, she decided she must love him because her life would not be tolerable if he were not always there. She was, in spasms, tangentially speculative about the difference between men

(Continued overleaf.)



A LONDON "SIGHT" TO DISAPPEAR: TWO OF THE FAMOUS JAMES BUCHANAN TEAMS WHICH ARE TO BE SUPERSEDED BY MOTOR-VANS, OWING TO PRESENT-DAY TRAFFIC CONDITIONS.

It is not too much to say that, with the disappearance from the streets of Messrs. James Buchanan and Co.'s famous teams, London will lose one of her most familiar "sights." The firm's whisky will now be borne by motor vans. The change had to be made, but many will regret it, including the firm itself, for it took great and proper pride in its horses. The pairs in our photograph consist of (in front) the chestnuts Red King (off side) and Reynard, a team never beaten in the show ring; and (at the back) Wisdom (off side) and Wanderer.

told, so far from any continent; the natives had well named them Tuamotu, the Islands of the Distant Sea. Yet here again the characters are driven by tragic circumstance, and an individual tragedy is the thread upon which the action hangs.

The little community of Tuamotu, French officials and Polynesians, lived in the menace of the sea. The doctor,

they had to be pondered upon, it could not have been done more profitably than as a demonstration of Miss West's ironical talent. Isabelle loved Marc; that is, she decided she must love him because her life would not be tolerable if he were not always there. She was, in spasms, tangentially speculative about the difference between men

SECOND EXHIBITION

"LA FLÈCHE D'OR"

Important Pictures from French Collections

MONET

COROT

INGRES

SISLEY

RENOIR

CEZANNE

PISSARRO

DEGAS

GAUGUIN

ETC.

May 7—May 29, 1936

ARTHUR TOOTH & SONS LTD

155 NEW BOND STREET, W

PARIS




LONDON

"I PREFER A
PLAIN-TIP CIGARETTE,
BUT IT MUST NOT HURT MY
THROAT, SO I APPRECIATE
**KENSITAS COSTLIER
TOBACCOS★**"

Florence Desmond
BRILLIANT IMPERSONATOR

TOO MUCH OR TOO LITTLE MOISTURE RUINS A CIGARETTE.
SO **KENSITAS COSTLIER TOBACCOS★** ARE MOISTURE
CONTROLLED RIGHT UP TO THE TIME OF YOUR PURCHASE

Miss Desmond made this MOISTURE CONTROL Test :

1	HERE IT IS — <u>YOU</u> TRY HER DRASTIC TEST ! —	
	Miss Desmond put an inch of water in a flat-bottomed dish.	
2	She placed a 20 packet of KENSITAS in its new Moisture Control wrapping, top end down, in water so that packet stood upright with its sealed end submerged. She did the same with a 20 packet wrapped the usual way and laid a weight across the packets to hold in position.	
3	After five minutes, she lifted the weight, placed packets one on top of other, flat on water, replaced weight, and left submerged for five more minutes (packets were both completely covered with water).	
RESULT: On opening, cigarettes wrapped usual way were wet. KENSITAS COSTLIER TOBACCOS in the new Moisture Control wrapping were still in perfect smoking condition.		

**Your Throat Protection
Against Irritation...Against Cough*



and women. It appeared to her as the rock on which civilisation will split before it can reach any good that could justify its expenditure of effort. Other rocks suggest themselves to the student of international affairs at the present time; but then Isabelle saw nothing that was not refracted by her own emotions.

In "I'll Mourn You Later," which is a first novel of distinction, mental infirmity looms large. The lunatics who were benevolently safeguarded by Dr. Jones were shepherded towards useful labours and innocent pleasures. There was one who howled nightly and must be assumed to have been suffering, but at least they were protected from each other, as their village neighbours were not. Catharine Whitcomb, the author, makes it plain that neither craziness nor misery was confined to the asylum; the hysterical woman who devastated her husband's life is a case in point. The more balanced Elizabeth, who is carefully drawn, attained to placid living only after years of heart-searching and bewilderment. "I'll Mourn You Later" is a queerly interesting book; not so much because queer people abound in it, as because an undertone of negation is never very far below the surface of Miss Whitcomb's vivacity.

The humanity of Stella Gibbons's "Miss Linsey and Pa" is most refreshing. Here you have the meaner streets of North London, drab enough to depress anyone not born a Cockney. But nothing in the affairs of Miss Linsey and her Pa is drab; they may be pitiful, but always the strain of pluck and humour breaks through. The words of John Keats are a finger-post to the inspiration of this book. "I go among the fields, and catch a glimpse of a stoat or a field-mouse, peeping out among the withered grass; the creature hath a purpose, and its eyes are bright with it; I go amongst the buildings of a city, and I see a man hurrying along—to what? The creature hath a purpose, and its eyes are bright with it." There, in fact, goes Miss Linsey, and good indeed it is to come across her.

"Overture to Cambridge," by Joseph Gordon Macleod, is a satire. "The Burning Cactus," by Stephen Spender, is, according to the author, a collection of stories that attempt to create a legend, but if so, an unfamiliar meaning is attached to the word legend. "Cosmopolitans," by Somerset Maugham, is a collection of "very short stories,"

and Mr. Maugham asks nothing from the reader but that he should find them amusing. These books are grouped together for the reason that, in a lesser or greater degree, it is a sardonic consideration of mankind that informs them. We except "Salvatore" in "Cosmopolitans," which stands apart as the portrait, inimitably drawn, of an ordinary man who possessed the precious quality of unconscious goodness. Mr. Macleod's overture begins lightly with the ridiculous ways of Dons and a Trade Association's Committee. The satire deepens as the serious theme develops, until the humanitarian who had tried to unite his fellow-men in selfless action is killed, perishing in a momentary vision of world-war and barbarism to come. Mr. Spender's stories are arresting. They bear reading and re-reading, although their direction

is obscure and the writing lacks flexibility. Mr. Maugham's anecdotes—he is careful to insist they are anecdotes—are, of course, dexterously handled and faultless in design.

It would be too much to ask that all detective stories should be credible. It is enough that they should be able to wear an air of credibility and get away with it. "Below the Clock," by J. V. Turner, makes a promising start. It was a bright idea to stage the sudden death of the Chancellor of the Exchequer in the House of Commons, in the act of opening his Budget speech. It was not so bright to make him a crook, and the quarry of other crooks. The double-crossing is ingeniously elaborated; so much stands to Mr. Turner's credit. The plot of Milward Kennedy's "Sic Transit Gloria" is more adroitly imagined. Gloria had left the Continent with a list of names in her address-book that the Nazis would stick at nothing to secure. She came innocently to James Southern's flat, in his absence; he found her murdered body there, and made his resolution to solve the problem of her death. We can believe in these people; they are real. So, too, are Iris and Miss Froy in "The Wheel Spins," by Ethel Lina White. The tension of the sinister journey across Europe is quite remarkable. There is a period of hours when nobody believes in Miss Froy but Iris, and, naturally, the reader. Then it is that one goes all breathless with suspense, and Miss White plays her trump card magnificently.



THE WINDJAMMER FOR WHOSE SALVAGE AND REPAIR LADY HOUSTON OFFERED TO PAY IF THE ADMIRALTY WOULD USE THE WORLD-FAMOUS VESSEL AS A TRAINING SHIP FOR NAVAL CADETS: THE ABANDONED "HERZOGIN CECILIE"—A PHOTOGRAPH TAKEN WHILE HER CARGO OF GRAIN WAS BEING UNLOADED.

As noted in our last issue, in which we gave a full-page picture of her ashore near Salcombe, the famous four-masted barque "Herzogin Cecilie," one of the last of the windjammers and the winner of this year's grain race, ran on the rocks of Sewer Mill Cove in a fog in the early morning of April 25. Two days later it was decided to abandon her. Then Lady Houston, D.B.E., offered to pay for salvage and repair and to present the ship to the Admiralty if they would accept her offer and use the vessel as a training ship for naval cadets. The Admiralty, while appreciating the patriotic offer, declined it, as it is not the policy of the Board to provide training in sail.

BOOKS REVIEWED.

- Career. By Vicki Baum. (Bles; 7s. 6d.)
Hurricane. By Nordhoff and Hall. (Chapman and Hall; 7s. 6d.)
The Thinking Reed. By Rebecca West. (Hutchinson; 8s. 6d.)
I'll Mourn You Later. By Catharine Whitcomb. (Chatto and Windus; 7s. 6d.)
Miss Linsey and Pa. By Stella Gibbons. (Longmans; 7s. 6d.)
Overture to Cambridge. J. G. Macleod. (Allen and Unwin; 7s. 6d.)
The Burning Cactus. By Stephen Spender. (Faber and Faber; 7s. 6d.)
Cosmopolitans. By Somerset Maugham. (Heinemann; 7s. 6d.)
Below the Clock. By J. V. Turner. (Collins; 7s. 6d.)
Sic Transit Gloria. By Milward Kennedy. (Gollancz; 7s. 6d.)
The Wheel Spins. By Ethel Lina White. (Collins; 7s. 6d.)

Telephone:
Mayfair 6682-3-4

SOTHEBY & CO.

ESTABLISHED 1744.

34-35, NEW BOND STREET, LONDON, W.1.

Forthcoming Sales by Auction, each Sale commencing at 1 o'clock precisely:—

May 11th—12th.—PRINTED BOOKS and MANUSCRIPTS.

May 13th.—The well-known Collection of CONTINENTAL, ENGRAVED, ENAMELLED and STIPPLED GLASS, formed by the late ALEXANDER PIRIE, Esq. Also OLD ENGLISH GLASS, including an Electioneering Goblet and an Armorial Decanter enamelled by Beilby, the property of MISS E. M. H. TELFORD.

Illustrated Catalogues (7 plates), 2s. 6d.

May 13th.—OBJECTS OF VERTU, including the Collection of Piqué and Enamels, the property of DR. B. W. BOND (dec'd.).

May 14th—15th.—English, Continental, and Chinese POTTERY and PORCELAIN; OLD ENGLISH FURNITURE, etc., including a Collection of MUSICAL BOXES, sold by order of the Executor of the late DR. H. S. CLARKE.

May 19th.—Important ILLUMINATED MANUSCRIPTS, including the EVESHAM PSALTER, the property of the RT. HON. THE EARL OF DALHOUSIE.

Illustrated Catalogues (26 plates, one in colour), 8s. 6d.



Sale, May 21st.—A Charles II. large Silver Tankard 1681.

May 27th.—ANTIQUITIES.

May 28th.—Important PICTURES; ANTIQUE and RENAISSANCE WORKS OF ART; FRENCH FURNITURE; TAPESTRIES, etc., the property of SIR ROBERT ABDY, BT.

Illustrated Catalogues (16 plates), 7s. 6d.

Sales on view at least three days prior. Catalogues may be had. Printed lists of prices and buyers' names may be purchased after each sale.

May 20th.—PAINTINGS and DRAWINGS of the Dutch, Flemish and English Schools.

May 20th—21st.—JEWELS, OBJECTS OF VERTU, Fine OLD ENGLISH SILVER, etc.

Illustrated Catalogues (3 plates), 1s.

May 22nd.—Valuable CHINESE PORCELAIN, comprising the property of the RT. HON. AUDREY LADY PETRE and the late MR. HOME WILLIAM POPHAM; WORKS OF ART, including a very fine JADE WINE VESSEL, the property of DR. MAXWELL SIMPSON; RUGS; OLD ENGLISH and FRENCH FURNITURE, etc.

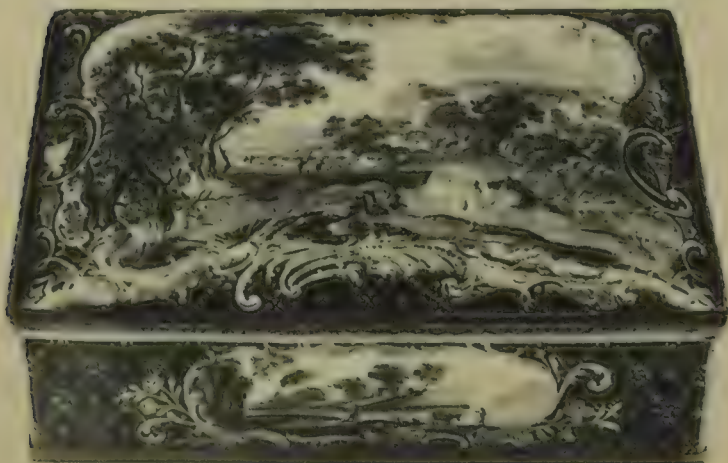
Illustrated Catalogues (6 plates), 2s. 6d.

May 25th.—The MANUSCRIPTS and CORRESPONDENCE of ARNOLD BENNETT. Sold in part by order of his Executor, and in part by that of MRS. DOROTHY CHESTON BENNETT.

Illustrated Catalogues (6 plates), 3s.

May 26th.—PERSIAN, INDO-PERSIAN and INDIAN MINIATURES, the property of a Lady.

Illustrated Catalogues (12 plates), 4s. 6d.

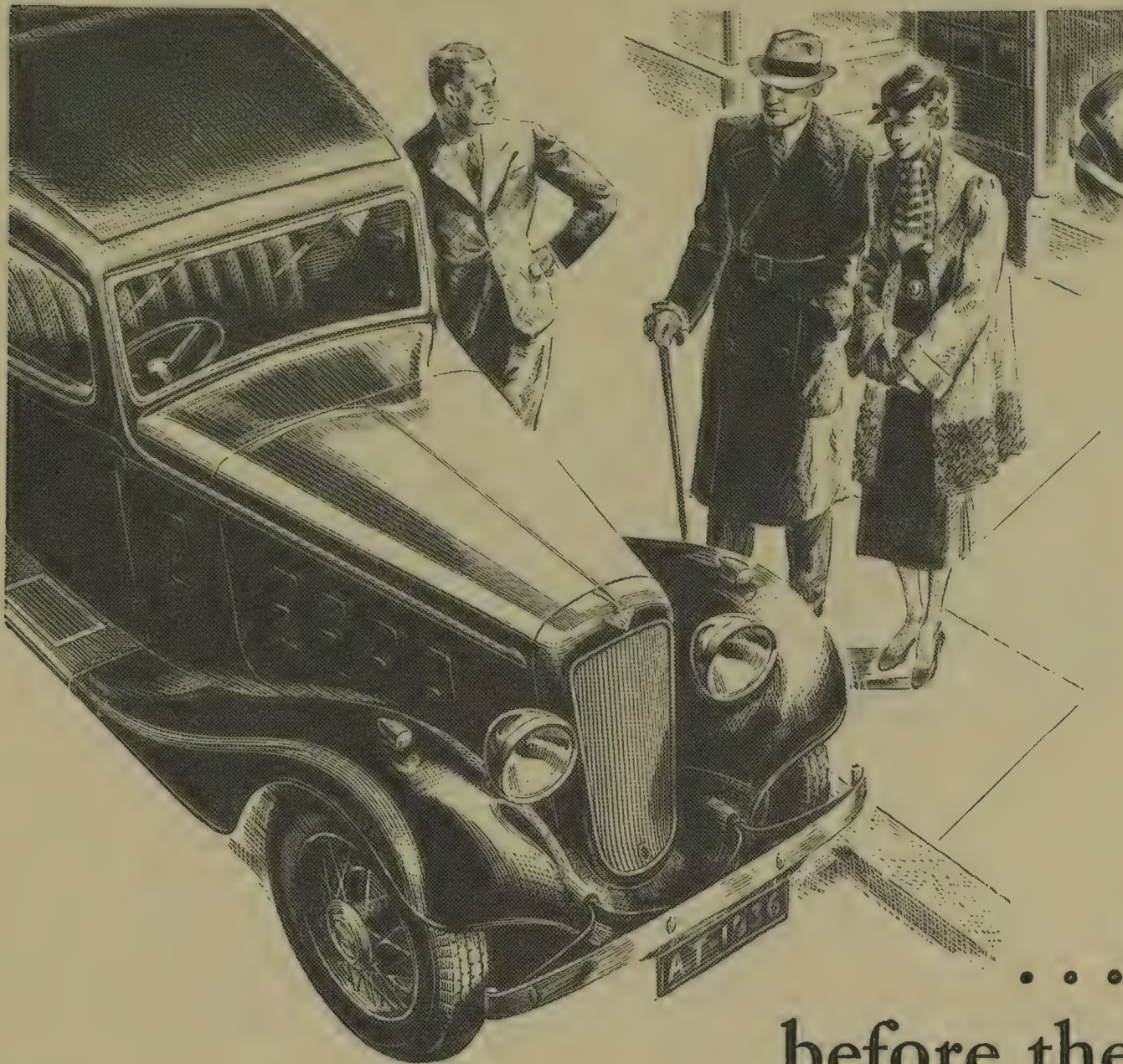


Sale, May 13th.—A very fine English Enamel Casket. 7½ in. wide.



Sale, May 22nd.—A fine Jade Wine Vessel with a Poem by the well-known Ming Scholar, P'eng Hien.

BE SURE YOUR CAR IS MADE IN THE UNITED KINGDOM



... the cart before the horse

"If I choose a car on appearance and price alone, how can I be sure about its quality?"

"Well, sir, have you ever thought how truly second-hand prices reflect the value of cars first-hand?"

"I can't say I've given it much thought."

"Look at it in this way. A used car is priced according to the demand there is for it. The demand is great only when the intending buyer can reasonably expect to get a lot of service from that car."

"That's logical enough. But is there a car in great demand which commands a higher resale price than others of its type?"

"Yes. If you follow used car prices carefully, you'll find that the Austin always sells well."

"And the inference is . . .?"

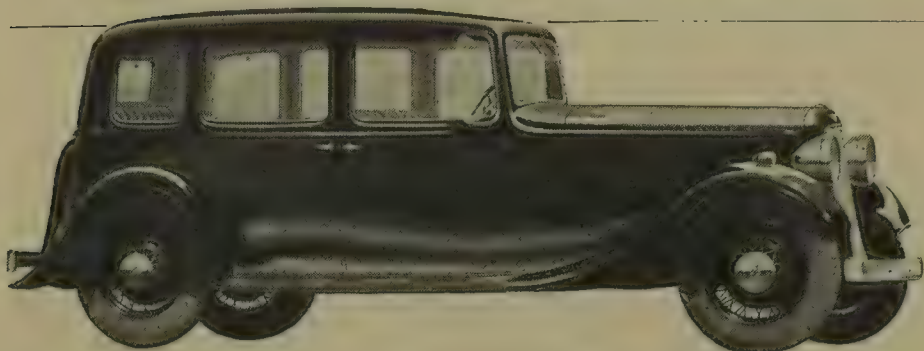
"That motorists who know a thing or two realise that Austin cars are soundly built. They give no trouble and cost little to run and maintain—and their performance is not short-lived. They're a real quality job. So there's always a demand for an Austin—new or second-hand."

"Which suggests that when I want to buy a new car, I consider the price of old ones?"

"Yes. I admit it sounds like putting the cart before the horse—but you'll find it's a good practice to follow."

Read the Austin
Magazine:
4d. every month

AUSTIN



The YORK Saloon with six-cylinder engine of 18 h.p. or 16 h.p. 4-speed gearbox with Synchromesh on top, third and second gears. Deep, comfortable seats upholstered in Vaumol hide. Smith's Jackall Hydraulic Jacks, Dunlop tyres and Triplex glass. Price at works: 18 h.p. £328. 16 h.p. £318. Hayes Self-Selector Transmission £50 extra. For full particulars of all models, write for new catalogue, or call on the nearest Austin Dealer.

YOU BUY A CAR—BUT YOU INVEST IN AN AUSTIN

The Austin Motor Company Limited, Birmingham and 479 Oxford Street, London. London Service Depots: 12, 16 and 20 h.p. Holland Park, W.11. 7 and 10 h.p. North Row, W.1. Export Dept: Birmingham.

NOTES FROM A TRAVELLER'S LOG-BOOK.

By EDWARD E. LONG, C.B.E., F.R.G.S.

SUMMER HOLIDAYS IN SWITZERLAND.

ONE great advantage of choosing Switzerland for one's summer holiday is the certainty of being able to secure just the type of accommodation desired, for the Swiss hotel industry is easily the best-run in the world; nowhere will you find better value for your money, and for the coming summer season prices have been cut down to a level which should certainly render them attractive to the visitor of average means from this country; whilst added incentives to a visit to Switzerland are a 30 per cent. reduction on certain return rail tickets, cheap rail fares within the country, special cheap return tickets by air—"Swissair," for which Imperial Airways are agents in this country—from London to Basle or Zurich, and a special petrol price concession which will enable motorists to obtain a 4d. rebate per gallon on all petrol purchased whilst they are in Switzerland.

Switzerland is spoken of sometimes as a land entirely of mountains, but this is not a correct description. It has extensive regions of mountain, with peaks which are some of the most picturesque in the world; but it has, in addition, a variety of scenery comparable with that of any other country in Europe—forest, river, lake, and fertile plain—with fine old towns and charming little villages, where Swiss peasant life retains much that is attractive. In the matter of holiday resorts, one has the widest choice possible; there is certainly no other country which has so many within a similar area. There are those of the high-Alpine districts of the Grisons, which comprise the Upper and the Lower Engadine, where some of the very wildest of Switzerland's mountain scenery is to be found, and where is situated the beautiful Swiss National Park. A charming centre for a holiday here is Tarasp-Schuls-Vulpera, which has the advantage of an up-to-date spa, fine facilities for sport—tennis, golf, and swimming—and from which

excursions by car are organised to the Swiss National Park; and over the passes into the Tyrol and Italy.

Then there is the lovely region of the Valais, in the very heart of the Alps, linked up with the Grisons by the Furka-Oberalp Alpine railway, and where there are such tempting resorts as Champéry, a splendid centre for excursions to the Dents du Midi, and which has waters with the same mineral properties as those of Evian; Martigny,

Another mountain district of Switzerland, well known to visitors from this country as a winter and summer playground, and which is well served by the Lötschberg railway, is that of the Bernese Oberland, famed for such peaks as the queenly Jungfrau, the Wetterhorn, Schreckhorn, Finsteraarhorn, Breithorn, and the Blumisalp, for the great Aletsch Glacier, the beautiful Loetschen and Lauterbrunnen valleys, for that gem of colouring, the Blausee, and for the pretty lakes of Thun and Brienz. There are a score or more of up-to-date resorts from which to make a choice, and a very enjoyable nearby centre is Berne, Switzerland's scenic capital, which has a situation ideal for touring the Bernese Oberland, the Emmenthal, the Jura, and the district around the lakes of Bienné, Morat, and Neuchâtel. Berne is an airport, has interesting old buildings, a fine Kursaal and Casino, splendid hotels, good facilities for sport and amusement, and a world-famous Bear Pit.

The lakes of Switzerland are as famous as its mountains. Lucerne, which fringes the shores of four Cantons and lies amid the wildest and most magnificent scenery, is admirably served by the town to which it gives its name, and has also gained fame as one of the leading Lidos of Switzerland. A fine steamer brings all the beauty-spots of Lake Lucerne within easy reach, and a quiet and very beautiful little resort, above Brunnen, at the opposite end of the lake, is Axenstein. With a beauty of quite a different style, ringed round with fertile slopes and historic châteaux, and gifted with a glorious view of Mont Blanc, the Lake of Geneva has some of the most attractive centres for holidays in the whole of Switzerland, with wonderful bathing and boating, and excellent provision for several other kinds of sport. There are Geneva itself and Lausanne, Montreux, and Vevey,

well placed for excursions to Les Pléiades and old-world Gruyères. A splendid steamer service serves the lake, and the Montreux-Bernese Oberland railway and funiculars lead to many beauty-spots on the northern shore. And then there is lovely little Lugano, Queen of the Swiss lakes, with Monte San Salvatore, Castagnola, and Paradiso, to see which is Paradise indeed!



THE GLORY OF THE SWISS MOUNTAINS IN JUNE, WHEN THE HIGHER PEAKS ARE STILL THICKLY CLOTHED WITH SNOW, FAST DISAPPEARING FROM THE HIGHER VALLEYS, WHILE THE LOWER VALLEYS ARE CARPETED WITH WILD FLOWERS.

Photograph by Albert Steiner.

from which a railway runs, by way of Châtellard, into Savoy; Loèche-les-Bains, noted for its thermal springs in the days of the Gauls and the Romans; Eggishorn, over 7000 ft. up; and Zermatt, beloved of mountaineers the world over, at the foot of the Matterhorn, and with Monte Rosa nearby, the famous Gornergrat railway affording a magnificent view of this wonderland of snow and ice.

What's the hurry?

"BP" Ethyl

Banish Pinking with "BP" ETHYL



Lake Lucerne

Switzerland Best Value in holiday travel...

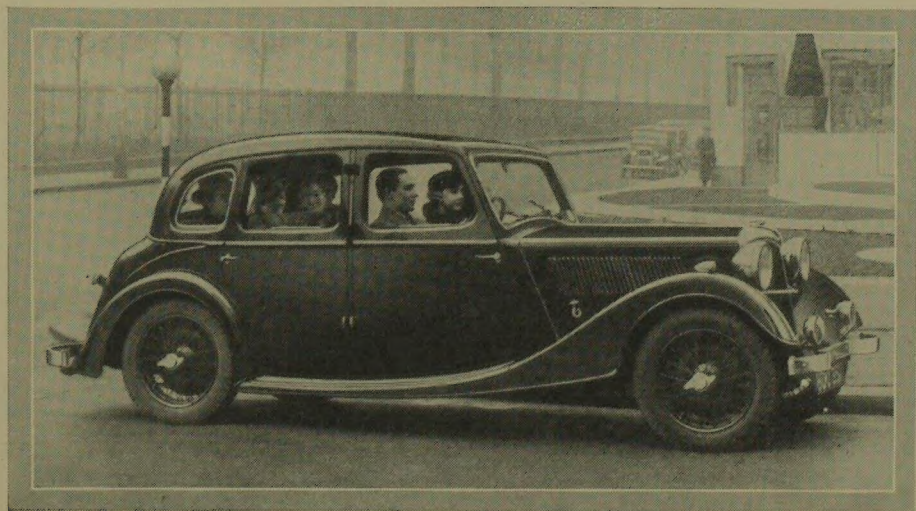
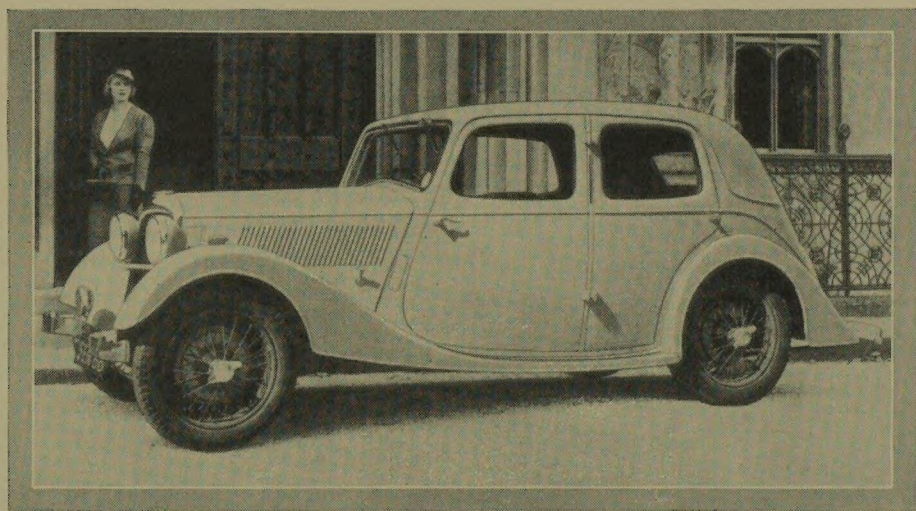
Enjoy your Holiday amidst Europe's grandest scenery. Lakes, forests, snow-mountains, hiking, bathing, golf, tennis, fishing, climbing, motoring. Inexpensive travel, short journey. Why not visit:—

LUCERNE, Switzerland's Holiday Capital, on its lovely Lake, wonderful excursions. **AXENSTEIN**, above Lake Lucerne, Golf, Tennis, Bathing. **LUGANO**, the Pearl of Southern Switzerland—Lido on the lovely Lake, Golf, Tennis, Casino. **BERNE**, the picturesque mediæval Capital, at the foot of the Alps—Kursaal, Casino, Gurnigel Spa. **LOETSCHBERG RAILWAY**, unique Engineering marvel, wedding the famous **BERNESE OBERLAND** to the majestic **VALAIS ALPS**. **THE VALAIS REGION**, the very heart of the Alps—magnificent Alpine Lidos, Climbing Centres and Mountain Roads. **CHAMPERY**, 3,500 ft. Sports amid mountain air—**MARTIGNY**—**CHATELARD RAILWAY** uniting Savoy with the Valais through the Trient Valley—**EGGISHORN**, 7,300 ft., Hotel Jungfrau—**FURKA**—**OBERALP ALPINE RAILWAY**, spanning the Alps and linking the **VALAIS** with the **GRISONS**. **ZERMATT**, 5,500 ft., at the foot of the **MATTERHORN**, and the famous **GORNERGRAT RAILWAY** open to the sky. **LOECHE-LES-BAINS**, 4,600 ft., Alpine Thermal Spa—new Pump Room "Grand Bain." **GENEVA**, Meeting Place of the Nations, on Lake Lemman—Lido, historical monuments, centre for excursions in the Alps and Jura. **LAKE LEMAN**, Lidos, Mountains and Forests. **MONTREUX** and Chillon Castle. The picturesque **MONTREUX**—**BERNESE OBERLAND Electric Mountain Railway** with its refreshing Holiday Haunts. **VEVEY**—**MONT PELERIN** (3,600 ft.)—**LES PLEIADES** (4,600 ft.) Funiculars. Local Season Ticket for the Lake Steamers and these Funiculars Frs. 10—only. **THE GRISONS REGION** (Engadine, etc.), Premier Alpine Holiday Terrain. Renowned Spas, Lidos, and Alpine Sports centres. **TARASP - SCHULS - VULPERA**, world-renowned Spa amidst glorious forest and mountain scenery.

INFORMATION and descriptive literature from the Swiss Railways & State Travel Bureau, 118 Regent Street, London, S.W.1 ('phone WHITEHALL 9851), or from the Leading Travel Bureaux.

PHOTO: FRANZ SCHNEIDER

More people are buying Riley cars



especially
the new
Nine

THE sales of Riley cars this year are considerably in excess of previous years'. We are not quite sure that we would prefer that regularity of output and unvarying level of price which for a decade has been the wonder and envy of many a manufacturer; but it would seem that in the re-designed, improved **Nine** at £269 and the 5-seater 6-light **Adelphi** at £350 we have "pulled off a double."

and the
6-light
Adelphi

That is unusual in the motor trade and no doubt accounts for the mild boom in Rileys at the present time. It also indicates that they are both very good cars for the money. Dunlop Tyres, and Triplex Glass all round. **Riley (Coventry) Limited, Coventry.**

THE WORLD OF MUSIC.

THE ITALIANS AT COVENT GARDEN.

FOR the first time for many years, the second night of the season at Covent Garden was devoted to an Italian opera, "Rigoletto," and this break with the bad post-war habit of dividing the season into two separate parts—German opera, which meant, in practice, Wagner, chiefly; and then the "also rans," a sort of mixture of odds and ends consisting of Italian, French, and any other kind of opera—is, we may all hope, decisive. After the production of "Parsifal" on the third night, we again had an Italian opera, "Aida," for the fourth night of the season, and I have rarely seen the Royal Opera House more tightly packed with people than for "Aida" and "Rigoletto."

The production of "Rigoletto" had several new features. In the first place, the new scenery by Gabriel Volkoff was an improvement on the old setting, and its lurid third scene—very suggestive of the painter Vlaminck—was most effective. Then we had, in the return of Giacomo Lauri-Volpi, a well-known tenor who was to the majority of the audience a newcomer, as was the Gilda, Margherita Perras, from the Berlin State Opera. In spite of certain defects—such as the tendency to glide up to his notes, characteristic of a modern "expressive" school of Italian singers, and a certain flamboyancy—Lauri-Volpi is one of the best Italian tenors we have heard at Covent Garden for a long time. Personally, I prefer him to Gigli, for his intonation is—withstanding the aforementioned defect—more reliable, and he forces his voice less. Nevertheless, there was a certain lack of distinction in his presentation of the part of the Duke of Mantua which detracted somewhat from his excellent singing. The Gilda of Margherita Perras was vocally in many ways admirable, and, although she did not quite convey the sense of naïveté and freshness we expect from a Gilda, she had an attractive and pleasing appearance, very different from some of the Gildas we have seen in the past at Covent Garden. I thought the Rigoletto of the Hungarian singer, Alexander Sved, who made his first appearance at Covent Garden on this occasion, a fine and consistently satisfying performance. He

has a good voice and acts well; above all, he never rants, as so many inferior Rigolettos do.

The production of "Aida" was in many ways the best we have seen at Covent Garden for a great number of years. We are not told who is the producer of the operas this season, but whoever is responsible deserves great credit, for we have got a long way from those inanities of the German producer which were inflicted upon us for a couple of seasons at Covent Garden. This year the productions are notably smooth and sensible, and, so far, everything has gone without mishaps or gaucheries. While on this subject, I might as well mention the sole defect I have to record so far in the production, and that is the excessive wait between Acts III. and IV. of "Aida." Three very long intervals make rather too much of a break even at Covent Garden, and the third interval might be cut down with great advantage, not only to the time at which the opera finishes, which was nearly midnight on the first performance, but also to the effect of the opera. As a matter of fact, it would make a far deeper impression if Acts III. and IV. of "Aida" were combined into one act of three scenes, for the opera reaches its climax in these two marvellous acts, and ought to proceed as rapidly as possible from this climax to its conclusion. Also, these two acts, in spite of the splendour and melodic richness of Acts I. and II., are musically the finest, and, if the opera is protracted to such a late hour, the public is not in a sufficient state of repose to appreciate this beautiful music fully.

Vocally, this performance of "Aida" was on a very high level. The Aida of Elizabeth Rethberg is well known, and this fine, accomplished singer is one of the best exponents of the rôle since Emmy Destinn. Lauri-Volpi was a very effective Radames, though he would be still more effective if he finished his last note of "Celeste Aida" *pianissimo* as Verdi himself marked it, and not *fortissimo*, as practically every Italian tenor does nowadays. The Amneris was a newcomer, Gertrud Wettergren, and she gave a superb performance of the part, looking like a true princess and rising to great dramatic expression in the magnificent first scene of the last act. This Swedish mezzo-soprano is a great acquisition to the cast. Another excellent performance was that of Mr. John Brownlee as Amonasro: vocally pure and

with splendidly clear diction, he also acted well. The triumphal scene of Act II. was well stage-managed and effectively controlled by the conductor, Vincenzo Bellezza, who, however, might, in my opinion, have tried to get more vitality into the singing of the chorus. These choruses at Covent Garden have never been really good, it seems to me. They are better this year, but far from what they might be. This is a point to which the management might give a little extra attention, for good choruses make a great difference to the general effect. I am glad to say that the ballet was far better this year than it has been at Covent Garden for some time. The dancing is intelligently directed and well executed.

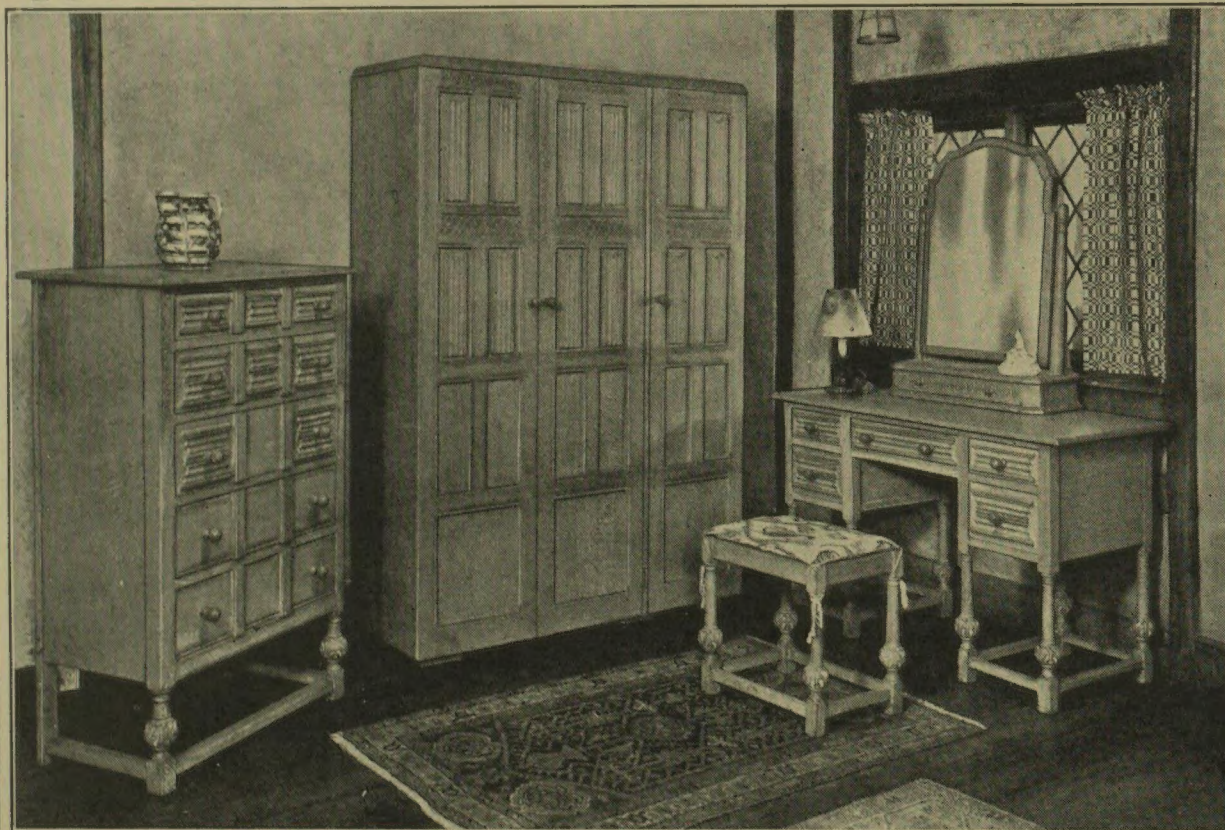
W. J. TURNER.

Those who are engaged in planning their summer holidays cannot do better than consult "The Holiday Maker," the attractive publication brought out by Messrs. Thomas Cook's. Here will be found, in a novel and interesting guise, information about every conceivable form of holiday. Hereby you are able to compare the attractions of a Continental tour, in France, Belgium, Germany, or farther afield, with those offered by a pleasure cruise, or with the amenities of those British Isles which most of us know much less than we think! All the data are provided to enable you to decide which type of holiday is best suited to your tastes and to your pocket, and how you can get the maximum enjoyment from the places you visit. Apart from holiday-making, this brochure devotes a section to the great assistance that Messrs. Cook's can lend the business man, by acting as interpreters, making arrangements in advance, and saving him time by taking charge of his luggage, and so forth. Other matters dealt with are the question of transferring money abroad, travellers' cheques, and such facilities as "Hotel Coupons," and the advantages offered by Messrs. Cook's system of "Inclusive Independent Travel." "The Holiday Maker," we may add, is extremely well got up in the most up-to-date manner. While the many attractive photographs reproduced in it are calculated to cure us of stay-at-home propensities, "The Holiday Maker" also shows how very cheap and easy travelling has now become.

HAMPTONS BEDROOM FURNITURE

LONDON'S CHOICEST RANGE

IN PERIOD AND MODERN STYLES



Please write for Hampton's new Book C. 215 illustrating, in colour, many of the latest productions and best values in HOME FURNISHINGS of every description.

HAMPTON & SONS, LTD, PALL MALL EAST, TRAFALGAR SQUARE, LONDON, S.W.1

B.6708. A very effective REPRODUCTION BEDROOM SUITE in Weathered or Antique Oak

Comprising 4ft 6in WARDROBE fitted two-thirds hanging accommodation with rod, one-third fitted shelves and tray, 4ft DRESSING TABLE with loose box mirror, 2ft 6in five-drawer CHEST, STOOL with pancake cushion

COMPLETE FOR **£49.17.6**

B.3047. BEDSTEAD TO MATCH
3ft **£6.6.0**; 4ft 6in **£9.9.0**

Separate prices:

WARDROBE **£23.10.0**

DRESSING TABLE & MIRROR
£16.10.0

CHEST **£9.15.0**

STOOL **£1.12.6**

Hamptons Deferred Terms are the best obtainable. Details on request.

Telephones: WHITEHALL 1020



COMPLETE JUBILEE SET IN FINE USED CONDITION

contains 249 Picturesque Stamps from the 62 Crown Colonies and Dominions all Postally used.

Price £22 10s. Complete
Mint £17 10s. Complete.

JUBILEE ERROR! GT. BRITAIN 2d. PRUSSIAN BLUE

Only 360 stamps were printed and issued in this colour to a small Post Office in North London. Will become a great rarity. Only a very limited number available.

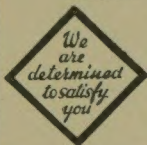
MINT £35. USED £40
Block of 4 Mint £175.

We issue a complete Jubilee List of the 249 Jubilee stamps in used condition. PRICED SINGLY, and in SETS, also Varieties. Write for this List if you need any sets or singles to complete your Jubilee collection.

SEE OUR WONDERFUL STAMP DISPLAY

Everything for the Collector

H. & A. WALLACE
94, OLD BROAD ST.,
Corner London Wall, London, E.C.2



"No cold for four years"

"I used to suffer dreadfully from colds, but have not had one for four years, entirely due to using Vapex. I advise all my patients and friends to use it."

B.S., Burnham-on-Sea.

Follow this good example and keep free from colds summer and winter. Keep Vapex handy—ready for use immediately you feel a cold developing. Breathe the vapour. Vapex destroys the germs in nose and throat, and soon the incipient cold is gone.



Of Chemists 2/- & 3/-

V.147 THOMAS KERFOOT & CO., LTD.

HAIR LOSS & SCALP DISORDERS

consult

MR. F. C. BOOTH
Qualified trichologist, highest degrees

GROSVENOR HOUSE,
PARK LANE, W.1.
MAYFAIR 6047

BAILEY'S TURNSTILES

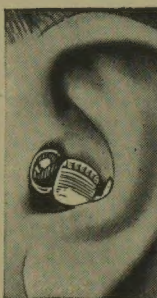
Supplied to Greyhound Tracks, Racecourses, Cricket and Football Clubs, Zoological Gardens, Piers, Baths, Etc., all over the world.
"Coin-in-Slot" Turnstiles
Sir W. H. BAILEY & Co. Ltd.
SALFORD 5.

WORLD-WIDE SUCCESS in relieving DEAFNESS

THE VIBRAPHONE

is convincing all nations that it is the best appliance for the relief of DEAFNESS. Quite safe, non-electrical, almost invisible. No batteries, wires or any other attachments. Used by Barristers and Doctors. Write, 'phone or call for Booklet.

Telephone: Regent 5680.
Consultations Free—9 till 6.
VIBRAPHONE CO., 22, Triumph House, 189, Regent St., London, W.1



30 Days' Trial
Ask about this offer NOW and give the Vibraphone every chance of HELPING YOU

CONTINENTAL HOTELS

BELGIUM

Bruges—Hotel de Flandre. 1st cl. Modern comfort in antique setting. Ex. cuisine. Garden Restaurant. Rooms from 4/6 or Pension from 10/6 day.

Knoeke-Zoute—Rubens Hotel.—The finest hotel in the best position on sea front, near Casino. Free Conveyance to Links

CZECHOSLOVAKIA

Franzensbad—C.S.R. Hotel Königsvilla.—The best place for Rheumatic-Heart complaints and women's functional disorders. Prospectus

FRANCE

Cannes—Hotel des Anglais.—Highest class residential hotel in large park. "Going to Cannes means staying at the Anglais."

Le Touquet—Hotel des Anglais.—In forest adjoining Casino. Every possible comfort. Large park. Own bus to Golf and Sea. Moderate.

Le Touquet—(P. de C.) Golf Hotel.—Facing the famous links. Privilege of daily golf vouchers.

Le Touquet—Hotel Regina.—Facing Sea. Opp. Swimming-pool. First-class residential hotel. Own private huts on the beach. Moderate.

GERMANY

Baden-Baden—Bühlerhöhe.—800 mt. (2,600 ft.). Kurhaus and Sanatorium. Diets, Rest-cures. Pension from RM. 11 upwards.

Baden-Baden—Hotel Europe.—Most beautiful position opposite Casino. Modernly renovated. 200 beds. Rooms from RM. 4. Pension from RM. 10.

Baden-Baden—Hotel Frankfurter Hof.—Wholly renovated 1935. Facing Kur-park; a home from home. Manager's wife English. Prices moderate.

Baden—Baden—Hotel Stadt Strassburg.—Fr. Hoellischer. First-class family hotel. Full pension from RM. 9.

Bad Nauheim—The Carlton.—Old established, comfortable, thoroughly up-to-date, exceptional position by park. 20 yards from baths.

Bad Nauheim—Hotel Augusta Victoria.—Situated directly opposite the Baths. Park. Every comfort. Full pension from RM. 9.

Bad Nauheim—Jeschke's Grand Hotel.—The leading hotel. Open as usual, but better than ever. Special reduced rates in 1936.

Bad Nauheim—Der Kaiserhof.—First-class hotel. Large garden facing baths and Kur-park. 150 rooms, 50 baths. Pension from RM. 11.

Bad Nauheim—Palast Hotel.—Most beautiful position facing the Kur-park and Baths. Ex. cuisine. Special diets. Pension from RM. 10.

Bad Nauheim—Park Hotel.—First-class home comfort combined with excellent cuisine and service.

Dresden—Hotel Bellevue.—The leading Hotel. Unique pos. on the river. Garden-Park, Terraces. Reduced rates. Gar. Man. Dir. R. Bretschneider.

Frankfurt-am-Main—Hotel Excelsior.—Left exit of Central Station. 300 beds, from RM. 4.

Garmisch—Bavarian Alps—Sonnenbühl—Golf Hotel.—Facing the Zugspitze. First-class family hotel. Excellent cuisine.

Heidelberg—Hotel Europa.—First-Class. Quiet location in old park. Rooms from 5 RM.

LEIPZIG—Hotel Astoria.

The latest and most per. hotel bldg. Select home of Intern. Soc. and Arist'cy. Man. by M. Hartung, Coun. of Com.

Wiesbaden—Hotel Schwarzer Bock.—1st-cl. fam. hotel. 300 beds. Med. bath in hotel. Golf, Tennis. Garage. Pension from 8 marks.

Wiesbaden—Hotel Rose.—World-renowned Hotel. Own bathing establishment. Patronised by English and American Society. Pension from Marks 11

Wiesbaden—Hotel Vier Jahreszeiten (Four Seasons). Select home of Society. Best position opposite the Kurhaus, Opera and Parks. Pens. from RM. 12

Wiesbaden—Grand Hotel Kaiserhof.—300 beds, first-class, in quietest position in own large Park. Thermal Water, Swimming Pool. Carl König.

Wiesbaden—Hotel Nassauer Hof.—World renowned. Finest position opp. p'rk & Opera. Wiesbaden Springs. Patronised by best British Society. Pen. fr. 12 Mks.

Wiesbaden—Palast Hotel.—First-class hotel opposite Kochbrunnen. Every possible comfort. Own bath-establishment. Pension from RM. 10.

HOLLAND

Amsterdam—Amstel Hotel.—First class. Splendid situation. Rooms include Dutch breakfast. From Fl. 4. 50 upwards.

Amsterdam—Bracks Doelen Hotel.—First class. Quiet location. 120 beds. 40 bathrooms. From Fl. 4. 5 including breakfast.

Amsterdam—Hotel de l'Europe.—First class. 120 rooms. 40 bathrooms. Rooms from 4. 50 (breakfast included).

Noordwijk—Grand Hotel Huis Ter Duin.—500 beds. Best position facing sea. Golf, tennis, sunbathing, beautiful beach.

SWITZERLAND

Basle—Three Kings Hotel.—(Trois Rois) on the Rhine. The Leading House.

Geneva—The Beau Rivage.—With its open air Restaurant Terrace on the lake fac. Mt. Blanc. Most comf. Prices reduc. Rms. from Sw. Frs. 6.50.

Geneva—Hôtel de la Paix.—On the Lake facing Mont-Blanc. Close to pier and places of interest. Select but mod. in cost. Nice rms. from S. Fr. 5.50.

Geneva—La Résidence.—First-Class Resid. All comf. Spl. Roof-gdn. Tennis. Open-air Restaurant. Marv. view on lake & mountains. Pen. from 10 Frs.

Lausanne—Hotel Byron.—Modern, all comforts. H. & C. water. Private baths. Well known for its ex. cuisine. Diet. From £4.10 incl. Bath & service.

Lucerne—Carlton Hotel.—1st class. Finest situation on lake. Reasonable terms. Private sun and lake baths free for guests. Park. Tennis. Garage

Lucerne—Grand Hotel Europe.—The popular 1st-class hotel with moderate charges.

Lucerne—Hotel Beau-Rivage.—Facing lake, next door to Casino. First class. Excellent food. Pension from S. Frs. 13

Lugano—Adler Hotel.—Near station, in own gardens facing lake, exceptional view. Rooms from 3.50, Pension from 10 Frs. Garage Boxes.

Lugano—Grand Hotel Eden.—Latest comfort, every rm. feg. lake. Weekly terms "all in" S. Fr. 98. Same house, The Beau-Rivage, "all-in" weekly S. Fr. 90

Vevey—Hotel d'Angleterre.—On the lake-side. Pension terms from £5 0 0 weekly, including Service. No taxes, large garden.

NICE + ATLANTIC + HOTEL

Newest first-class Hotel, Central Situation on the Boulevard Victor-Hugo, close to Sea and Casino
200 ROOMS MOD. TERMS CONNECTING ANNEXE
HOTEL DU RHIN
Rooms from 25 francs Own GARAGE with lock-ups
Convenient headquarters for the French Riviera

LENINGRAD HOTELS ASTORIA AND EUROPE

The hotels with every modern comfort. Full details from leading travel agencies, or Intourist, Ltd., Bush House, London, W.C.2

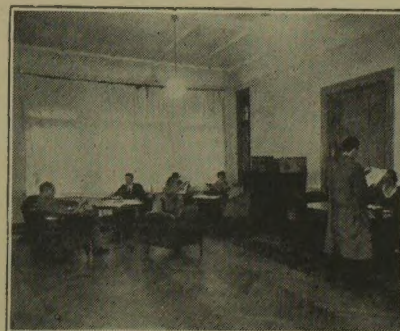
Let ILLUSTRATED NEWSPAPERS Help You When You Go to Paris & Berlin

AT the PARIS Offices of "The Illustrated London News," "The Sketch," "The Sphere," "The Tatler," "The Bystander," "Britannia and Eve," "The Illustrated Sporting and Dramatic News," 65 and 67, Avenue des Champs Elysées, and at BERLIN, 32, Kurfürstendamm, there is a comfortable Reading Room where current and back copies of these publications may be read. In addition, advice and information will gladly be given free of charge on hotels, travel, amusements, shops, and the despatch of packages to all countries throughout the world.

All Continental Business Enquiries should be addressed to:

PARIS OFFICE: 65-67, Avenue des Champs Elysées, for France, Channel Islands, Monaco, Belgium, Holland, Switzerland, Italy, Spain, Portugal, Austria, Czechoslovakia, Hungary, Yugoslavia, and the Balkan States.

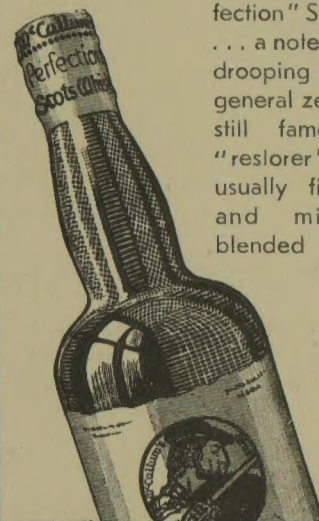
BERLIN OFFICE: Kurfürstendamm, 32, for Germany, Scandinavia, The Baltic States, Russia and Poland.



The ILLUSTRATED NEWSPAPERS Reading Room in Berlin.

in 1801 THE HENRY VII CHAPEL

In the Abbey got the first of seven annual grants of £42,000 for restoration purposes. And in 1807 people knew "restoration" of another sort, with their first introduction to McCallum's "Perfection" Scots Whisky... a noted reviver of drooping spirits to general zest in life... still famed as a "reslorer" of unusually fine quality and miraculously blended flavour.



McCallum's "PERFECTION" Scots Whisky

FOUNDED 1807

No better pipe is made...

SMOKED BY CONNOISSEURS THE WORLD OVER

NEW ERA (De Luxe finish) 12/6

XTRA (Natural) 10/6

London Made

Standard (Natural) (Rich Ruby finish) 7/6

Standard (Natural) (Rich Ruby finish) 7/6

Write for Booklet of Shapes to Dent. I.N. OPPENHEIMER PIPES LTD. 38, Finsbury Square, London, E.C.2

38, Finsbury Square, London, E.C.2



PRICE ISN'T A VITAL MATTER

when it comes to the choice of using ordinary dentifrices and hoping for the best, or paying more for Dr. Pierre's and knowing that your teeth are in safe keeping. Dr. Pierre's is purely vegetable, fine oils of cinnamon, mint, cloves and aniseed—natural antiseptics—no chemicals.

Dr. PIERRE'S Liquid DENTIFRICE

A Dentifrice for the Discriminating. Sold by all Chemists and High-class Stores at 2/-, 3/6, 5/6, & 8/6, or post free from Savory & Moore, Ltd., 61, Welbeck Street, W.1



Close to Fleet Street's busy bustle
In the world of stunt and hustle
Stands a tavern, inn or pub
That almost might be called a club
It's patronised by writing-birds
The chaps who deal in glowing words



The chaps who spend days slogan-thinking
(Their nights are spent in heavy drinking)
And in discussion, let us add
That's always been a writer's fad.



One night arose some arguments
Between two of these writing gents.
About the three-word phrase that is
Most famous in our language, viz. -
"It's 'I love you!'" one loudly cried
"You make me blush!" his friend replied
"I never knew you cared for me
Oh, when shall our betrothal be?"



Another said, "You're wrong, by heck!
The phrase is just 'Enclosed find cheque!'"
A fellow on the Daily Mail
Said "Sanctions mean war" cannot fail!
The Evening Standard man said "Rot!
Gandhi's watching St. Georges" - what?"



Discussion thus became quite heated
But everybody was defeated
When one chap on the Sporting Life
Got up while argument was rife



And said "Now listen - what I say goes
The phrase is 'DUGGIE NEVER OWES!'"

—he's waiting to open a Credit Account with you

DOUGLAS STUART • STUART HOUSE • SHAFTESBURY AVE • LONDON